

# PLANNING COMMISSION REPORT



MEETING DATE: November 9, 2005

ITEM No. \_\_\_\_\_ GOAL: Coordinate Planning to Balance Infrastructure

## SUBJECT

**Scottsdale Healthcare - 46-ZN-1990#16 and 21-UP-1995#3**

## REQUEST

Request to rezone 2.9+/- acre parcel from Planned Community District with Central Business District comparable uses (C-2 PCD) to Planned Community District with Commercial Office comparable uses (C-O PCD) with amended development standards on a 10.5+/- acre parcel located at the northeast corner of 73rd Street and Thompson Peak Parkway.

Request to amend the previously approved conditional use permit on 14.5 +/- acres located at the northeast corner of 73rd Street and Thompson Peak Parkway.

### Key Items for Consideration:

- This request increases the land area to be used for a previously approved hospital.
- The previously approved hospital building height of 48 feet has not changed.
- Surrounding streets have been designed to accommodate the anticipated traffic, and intersection improvements will help mitigate traffic impacts.
- There is an existing development agreement between Grayhawk Community Association and the Medical Partnership.
- The nearest residence is approximately 300 feet away from the hospital site.
- There has been neighborhood concerns regarding the hospital activity.

### Related Policies, References:

- 46-ZN-1990#1-15 approved the Core North/Grayhawk master zoning plan and various amendments.
- 21-UP-1995 approved a Conditional Use Permit for a hospital

## OWNER

Scottsdale Healthcare Realty Corp  
480-675-4135

## APPLICANT CONTACT

Stephen Earl  
Earl Curley & Lagarde PC  
602-265-0094

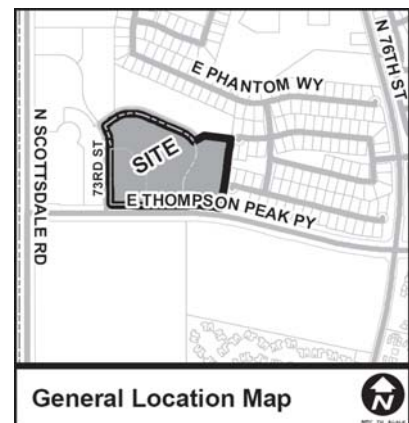
## LOCATION

20255 N Scottsdale Rd

## BACKGROUND

### Zoning.

The hospital site is a portion of a larger master planned community for Core



North/Grayhawk, and part of an original 43-acre site rezoned from Single Family Residential (R1-35) to Planned Community District with Commercial Office comparable uses (PCD C-O) (Case 46-ZN-1990). The original intent of the development plan was to designate much of this area as an office/medical campus.

In 1995, the development plan was further refined with the approval of a Conditional Use Permit for a 48-foot tall hospital on 12.5 acres (Case 21-UP-1995). Under the existing zoning approvals, the 12.5-acre parcel could develop as the hospital use with a range of services including emergency room care, outpatient surgery, laboratory facilities, recovery care, and a helipad. A portion of this property, located east of Scottsdale Healthcare Drive, was developed with two medical offices, leaving the 7.6 remaining acres west of Scottsdale Healthcare Drive to develop as a hospital under the approved use permit.

Also in 1995, approximately 2.9 acres were rezoned Planned Community District with Central Business District comparable uses (PCD C-2) to allow retail, restaurants, office, or hotel uses ancillary to the approved hospital (Case 46-ZN-1990#5). The PCD C-2 District does not allow hospitals.

**General Plan.**

The General Plan Land Use Element designates the property as Office. This category includes offices and related uses that typically have more than one story and may have underground parking.

**Context.**

This property is located in the planned medical campus near the southwest corner of the Grayhawk master planned community. Streets surround the proposed hospital, including Thompson Peak Parkway to the south, Scottsdale Healthcare Drive to the east and north, and 73<sup>rd</sup> Street to the west. There are two 2-story medical office buildings located on the east side of Scottsdale Healthcare Drive, and more medical office buildings are planned on the north side of Scottsdale Healthcare Drive. A 2-story office building is also located to the west between 73<sup>rd</sup> Street and Scottsdale Road. To the south is vacant land planned for the multi-story “Stacked 40s” mixed-use development. To the southeast is an existing 3-story senior living complex.

**Adjacent Uses or Zoning:**

- North Vacant, planned for hospital, zoned PCD C-O District
- South Vacant, planned for mixed use project (Stacked 40s), zoned PCD, PRC District
- East Vacant and offices, planned for hospital and medical offices, zoned PCD C-O District
- West Offices, zoned PCD C-O District

**APPLICANT’S  
PROPOSAL****Goal/Purpose of Request.**

This request will allow the hospital to use an additional 2.9 acres to consolidate 10.5-acres of land south and east of Scottsdale Healthcare Drive for the hospital.

This request consists of three parts:

- 1) Rezone the 2.9 acres of PCD C-2 zoned parcel back to the PCD C-O zoning.
- 2) Amend the hospital use permit so that it includes the 2.9 acres being rezoned to allow the proposed hospital on the consolidated 10.5 acres.
- 3) Amend the development standards pertaining to Floor Area Ratio (FAR) to allow the proposed hospital on the 10.5 acres.

#### **Amended Development Standards.**

The proposed amended development standards allow for the increased building size, including a parking structure, necessary to accommodate the hospital, and are outlined in the table below.

<b>PCD C-O Standard</b>	<b>Required</b>	<b>Amended</b>
Floor Area Ratio (FAR)	Net lot area X 0.6 275,912 sq.ft. allowed	Net Lot area X <u>0.7</u> 321,897 sq.ft. allowed <b>316,000 sq.ft. provided</b>
Volume	Net lot area X 7.2 3,310,948 cu.ft. allowed	Net Lot area X <u>13.7</u> 6,299,999 cu.ft. allowed <b>5,056,000 cu.ft. provided</b>
Open Space	Net lot area X 0.15 and Net lot area X .005 X 36 151,752 sq.ft. allowed	Net lot area X 0.15 and Net lot area X <u>.004</u> X 36 135,197 sq.ft. allowed <b>147,196 sq.ft. provided</b>

#### **Development Information.**

- *Existing Use:* Vacant
- *Proposed Use:* Hospital and medical campus
- *Parcel Size:* 2.9 acres to be rezoned  
10.5 acres for hospital (Parcel 1)
- *Building Height Allowed:* 75 feet for hospital (Parcel 1)  
30-36 feet for other buildings
- *Building Height Proposed:* 48-feet for hospital (Parcel 1)  
24-36 feet for other buildings
- *Building Floor Area Allowed:* 324,000 sq.ft. (per case 21-UP-1995)
- *Building Floor Area Proposed:* 316,000 sq.ft. for hospital (Parcel 1)  
362,745 sq.ft. (Parcels 1 and 3)
- *Hospital Beds Approved:* 120 beds (per case 21-UP-1995)
- *Hospital Beds Proposed:* 184 beds
- *Parking Required/Provided:* 184 spaces/ 500 spaces for hospital  
895 total spaces planned for medical campus (Parcels 1, 2, and 3)

#### **IMPACT ANALYSIS**

##### **Land Use.**

The approved hospital use permit will allow 7.6 acres to develop as a hospital with a helipad. The adjoining 2.9-acre PCD C-2 parcel that is the subject of the rezoning and Conditional Use Permit amendment portions of this request could develop into restaurant, retail, hotel, or medical offices. The C-2 zoning was

placed on the property back in 1995 since it was envisioned at that time that there would be a need for support retail, hotel, and restaurant uses in conjunction with the hospital. Since 1995 the range of medical services needed for this area has expanded, thus requiring a larger site to accommodate these services. While the PCD C-2 District does not allow hospitals, it also permits uses such as laboratories, medical imaging offices, and emergency medical care clinics (without overnight bed facilities). The rezoning and conditional use permit modification will allow the entire 10.5-acres to be used as a hospital.

**Open Space/Setbacks.**

There is a 50-foot landscaped buffer between the medical campus and the single-family homes to the north and east. There will also be a 40-foot landscaped setback along Thompson Peak Parkway.

There is a 110-foot setback between the existing 2-story medical offices on the east side of the property and the single-family homes to the east, and there is a similar setback planned to separate the single-family homes from the future 2-story medical offices to the north. The proposed hospital site will be approximately 300 feet away from the nearest single-family residence.

**Amended Development Standards.**

The amended development standards pertain to the size of the proposed hospital on the 10.5 acres (Parcel 1). The hospital size is dictated by the hospital programming needs and the need to create and secure a clean interior building environment. Although the hospital will only be 3 levels in height, the facility requires complex mechanical units that cause the bulk and size of the building to increase. Further, the hospital will be providing structured parking for the facility, which increases the building mass on the site. The open space requirement has also been slightly adjusted to maximize flexibility in site planning and positioning of the various building components. Amending the development standards as proposed will allow the flexibility to accommodate the increase building size and mass necessary for the hospital.

Although the applicant requests flexibility in the size, bulk, and open space requirements, there also exists a private agreement between the Medical Partnership and the Grayhawk Community Association that restricts property development (see Attachment #10A). These restrictions include limiting the size and placement of buildings, and providing landscaped buffers.

**Traffic.**

Analysis of the trip generation demonstrates that the proposed medical campus initial development would generate approximately 5,775 daily trips, with 395 trips generated during the a.m. peak hour and 450 trips generated during the p.m. peak hour. With the project build-out, anticipated to be Year 2015, the proposed development would generate approximately 7,356 daily trips.

The campus has already been designed with adequate roadway connections to serve the site. The City will make improvements at the Scottsdale Road and Thompson Peak Parkway intersection to mitigate the traffic increase. These improvements include increasing the signal cycle length and additional left turn pockets at the intersection. The developer will be responsible for 50% of

the traffic signal costs for a new traffic signal at the intersection of Thompson Peak Parkway and Scottsdale Healthcare Drive. This signal will be installed when traffic volumes reach levels that meet established warrants.

**Water/Sewer.**

Water and sewer main lines exist in the surrounding streets and were designed in the master plan to accommodate the proposed facility. There are no anticipated impacts to water and sewer services.

**Police/Fire.**

Public streets providing safe and convenient emergency access surround the proposed hospital. The nearest fire station is located one mile away at DC Ranch. The proposal presents no anticipated impacts to police and fire services.

**Use Permit Criteria.**

Conditional use permits, which may be revocable, conditional, or valid for a specified time period, may be granted only when expressly permitted after the Planning Commission has made a recommendation and the City Council has found as follows:

- A. That the modification of such conditional use permit will not be materially detrimental to the public health, safety or welfare. In reaching this conclusion, the Planning Commission and the City Council's consideration shall include, but not be limited to, the following factors:
  1. Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.
    - *The hospital is an approved land use at this location, and the proposed modification will not generate additional nuisances. The modification will allow the hospital to be located further to the southwest and away from the existing single-family residences.*
    - *The helipad on the site has existing approvals, and the proposed modification will allow the helipad to be located further to the southwest and away from the existing single-family residences. This facility differs from a trauma center, which has several helicopter flights arriving on a daily basis. The most common use of helicopter transport would be to transfer critical patients arriving at the emergency room to a different hospital.*
  2. Impact on surrounding areas resulting from an unusual volume or character of traffic.
    - *The area street network has been designed to accommodate a medical use of this type in the area.*
    - *Street improvements will be made to the Thompson Peak Parkway and Scottsdale Road intersection, and the Thompson Peak Parkway and Scottsdale Healthcare Drive intersection.*
  3. There are no other factors associated with this project that will be materially detrimental to the public.
    - *The hospital will have 500 parking spaces, and the surrounding medical campus will have another 395 spaces. There are no anticipated parking shortages that would be detrimental to the surrounding neighborhood.*

- B. The characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas.
- ***This modification to the previously approved use permit does not represent a significant change that would create new impacts not previously considered.***
- C. The additional conditions specified for a hospital in Section 1.403, as applicable, have been satisfied.
- The application shall include written proof the proposal meets all state and county regulations. ***The applicant has confirmed compliance with this requirement, which is necessary for future operation.***
  - Maximum building height shall be 75 feet. ***The maximum building height will be 48 feet.***
  - A minimum of 24% of the net lot area shall be provided in open space. ***A minimum of 32% will be provided in open space.***
  - A minimum of 75% of the total open space requirement shall be provided as frontage open space to provide a setting for the building, visual continuity within the community and a variety of spaces in the streetscape. ***A minimum of 78% of the total open space requirement will be provided as frontage open space.***
  - The remainder of the required open space shall be provided in common open space. ***The remainder of the open space will be common open space.***

#### **Community Involvement.**

The site has been posted with notification signs, surrounding neighbors have been notified, and the applicant has held neighborhood meetings. There also exists a private agreement between the Medical Partnership and the Grayhawk Community Association that acknowledges the facility and restricts property development. One support letter from DMB representing the future “Stacked 40s” development to the south was received.

During the neighborhood outreach, the developer received neighborhood input expressing concerns regarding the hospital activity. Specific concerns were raised regarding ambulance and helicopter noise, as well as the general nuisance activity of having a hospital nearby. The applicant has located the helipad at the south side of the residences to help mitigate impacts, and ambulance sirens are turned off near the hospital.

#### **Community Impact.**

This facility has been planned for over 10 years, and the growth in this area of the community has generated the current need for this hospital. The rezoning and Conditional Use Permit modification will allow the entire 10.5-acres to be used as a hospital. In comparison to the previously approved Conditional Use Permit and site plan, the consolidated property allows the facility and its emergency services to be shifted to the southwest and away from existing residences. The amended development standards provide flexibility to accommodate the unique design and programming requirements for a hospital use.

#### **PCD Findings.**

Modification of the PCD may be approved only after the Planning

Commission and the City Council has found as follows:

- A. That the development proposed is in substantial harmony with the General Plan of the City of Scottsdale, and can be coordinated with existing and planned development of surrounding areas.
- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
- C. That such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.

STAFF  
RECOMMENDATION

**Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.


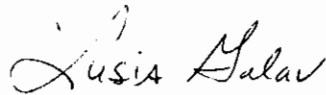
RESPONSIBLE  
DEPT(S)

**Planning and Development Services Department**  
Current Planning Services

STAFF CONTACT(S)

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**APPROVED BY**

  
\_\_\_\_\_  
Tim Curtis, AICP  
Report Author  
\_\_\_\_\_  
Lusia Galav, AICP  
Current Planning Director

**ATTACHMENTS**

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Zoning Stipulations
6. Use Permit Stipulations
7. Amended Development Standards
8. Additional Information
9. Traffic Impact Summary
10. Citizen Involvement
- 10A. Grayhawk Agreement
11. City Notification Map
12. Previously Approved Site Plan (21-UP-1995)
13. Site Plan, Elevations, and Cross Sections



# THOMPSON PEAK CAMPUS



Prepared for:

**Scottsdale Healthcare**

By:  
The Hammes Company  
and  
Earl, Curley & Lagarde, P.C.

**August 1, 2005**

**ATTACHMENT #1**

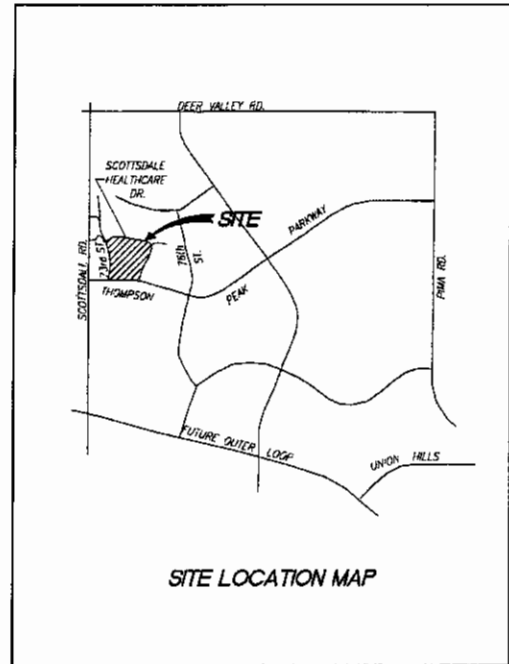
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# EXECUTIVE SUMMARY

## Introduction/ Purpose of Applications

### *Hospital Site in Grayhawk Master Plan*

- At the inception of master planning for Grayhawk in the early 1990's, Scottsdale Healthcare worked closely with the developers to incorporate a community hospital campus into the Grayhawk community. Scottsdale Healthcare saw the amount of growth that was projected for the north Scottsdale area and worked proactively to integrate a site into the fabric of this community well ahead of the development of any residential homes (Zoning Case No. 46-90).
- Although the hospital would not be needed for another 10 years until the projected population was in place, Scottsdale Healthcare paid the cost to install the 50 feet deep landscape buffer around the perimeter of the property so that it could mature as the residential homes were built until time for development of the community hospital and related medical office buildings arrived.

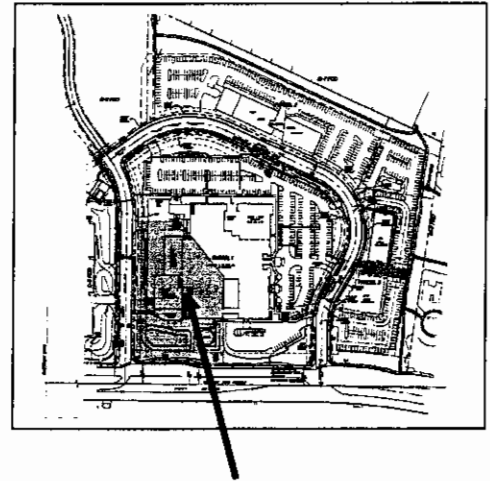


### *Hospital Use Permit Approval*

- In the mid 1990's, Scottsdale Healthcare obtained from the City of Scottsdale use permit approval (21-UP-95) of conceptual designs for a hospital and related medical buildings. The first medical office building on the campus was approved by the City in Case No. 81-DR-98-2 and constructed on the east side of the campus site in 1999. The second building, just north of the first building, was built in 2001.
- Last year, in recognition of the swift growth in the hospital service area, Scottsdale Healthcare asked the Hammes Company to lead its team of executives through the formal hospital planning process to lay the business and planning design groundwork and move forward with the development of this community hospital.
- The study included the following major components: market analysis, strategic recommendations, volume and demand projections, space program and campus master plan.

- The study was concluded, the approved conceptual designs for the hospital and related medical buildings have been finalized and it is now time to move forward with this long awaited community hospital.
- *The purpose of this application is to:*

- 1) Rezone the commercial C-2 portion of the hospital parcel (3.74 ac.) to C-O PCD zoning;
- 2) Apply the previous hospital use permit approval (21-UP-95) to those 3.74 acres of the hospital parcel; and
- 3) Obtain approval of amended development standards for building volume, FAR and open space based upon specific plans for the hospital campus. The amended standards are the direct result of the building being a hospital and the transition landscape buffers installed at the request of the neighborhood.

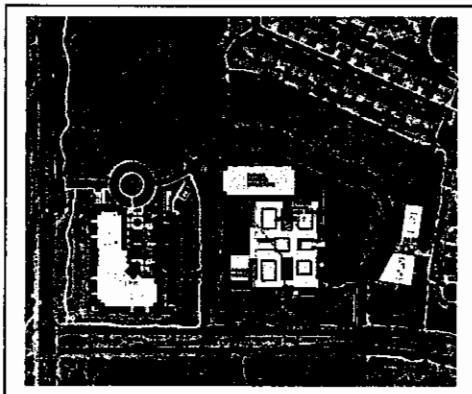


*Are To Be Rezoned  
from C-2 to C-O*

- This community level hospital is an outstanding addition to this general area both in terms of the needs it addresses (i.e., the services it provides) but also aesthetically being designed consistent with the Grayhawk themes.

### **Thompson Peak Campus Planning**

- The Thompson Peak campus is located just east of the northeast corner of Scottsdale Road and E. Thompson Peak Parkway. The site consists of 20.95 acres spread across 5 separate parcels.

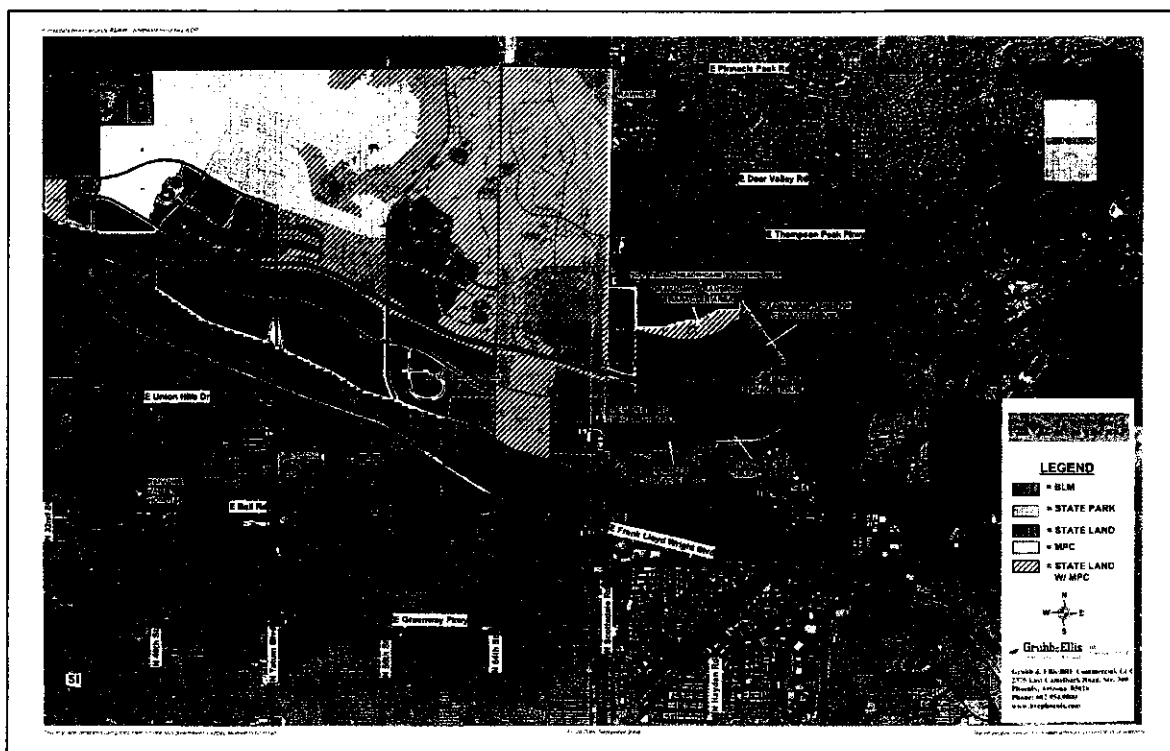


- Market inpatient volume projections were derived by applying historical use rates for the services intended to be provided on the Thompson Peak campus to the estimated population in the service area. Thompson Peak's inpatient volumes were then forecasted by assuming certain annual market share targets. Outpatient volume projections for the Thompson Peak campus were based on Scottsdale Healthcare's historical volumes from the Thompson Peak service area.

- The first phase of the hospital will provide 128 beds with related services. While the timing of subsequent phases will hinge upon demand for services, it was determined that at full “built out” the campus will include up to 184 beds along with all necessary supporting ancillary services.
- The targeted opening date for the Thompson Peak campus is December 2007.

## CONFIRMATION OF MARKET

- The primary service area for the Thompson Peak campus was defined by evaluating four interrelated factors: geographic proximity, natural boundaries, transportation patterns and other hospital locations.
- Population growth, as depicted by the graphic below, was by far the major impetus for Scottsdale Healthcare considering development of the Thompson Peak campus in the first place and population growth in the vicinity has exceeded all expectations.
- Population forecasts in the Thompson Peak service area indicate growth rates of greater than 6% annually between now and 2010 followed by continued strong growth rates of more than 4% annually between 2010 and 2015. Such growth rates will increase the population in Thompson Peak's service area from approximately 100,000 current residents to 200,000 people by 2015.
- Given the rapid population growth and Scottsdale Healthcare's strong market position, Hammes Company and Scottsdale Healthcare jointly concluded that now is the time to move forward.



# HOSPITAL PROGRAM

Building off of the bed demand and operating room requirement analyses, Hammes Company developed a complete hospital program for the Thompson Peak campus. The hospital program was developed with two purposes in mind. One, the program served as a foundation for creating the site and floor plans. Two, the program was created to establish overall space allocation parameters for the architect. The space program is in effect a management tool that will be used to guide the architect in its design efforts.

## Hospital Program – Guiding Principles

In translating the population projections into bed need and ancillary support services into a space program, Hammes Company relied upon a series of guiding principles developed jointly by Hammes Company and Scottsdale Healthcare. These guiding principles were established to help ensure creation of a space program that balanced fiscal responsibility, operational efficiency and design aesthetics:

- ✓ The TP campus is to be a full service community based hospital, including inpatient, outpatient, emergency and other customary ancillary services.
- ✓ The hospital program must strike a proper balance between aesthetics, functionality and efficiency.
- ✓ The facility should be appropriate for the population being served in line with consumer expectations.
- ✓ Opportunities to provide non-acute care services in on-campus medical office buildings rather than in the main hospital facility should be explored.
- ✓ The program must address medical office space needs in addition to the main hospital space.

## Space Allocation

Implementation of the hospital will occur in three phases, allowing for the gradual expansion of the Thompson Peak campus. The square foot totals for Phase I of the project are as follows: approx. 128 bed hospital. Subsequent phases will add an additional 56 beds for a total of 184 beds and 48,000 SF of medical office space on Parcel 2. These figures include additional medical office building planned for development on the outside of the main hospital ring road.

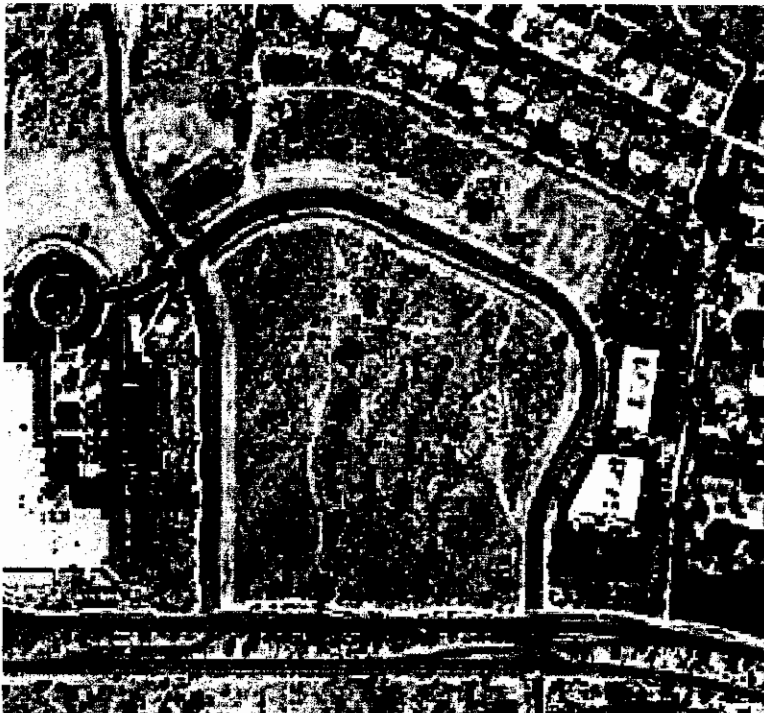
# MASTER PLAN

## Site Analysis

Prior to test fitting the hospital program on the Thompson Peak campus, Hammes Company completed an analysis of the project site. This analysis revealed both limitations and opportunities, a few of which are listed below:

### *Site Description*

The Thompson Peak campus is located on the northeast corner of N. Scottsdale Road and E. Thompson Peak Parkway. The site consists of 20.95 acres spread across 5 separate parcels as indicated below.



### Site Characteristics

- The site is bordered to the North and East by single-family residential properties.
- The overall site is split by a ring road – North Scottsdale Healthcare Drive.
- The site can currently be accessed from East Thompson Peak Parkway and N. Scottsdale Road.
- Access from N. Scottsdale Road is across another owner's property via a cross access agreement.
- The topography of the site drops approximately 16' from north to south.
- Two medical office buildings exist on the site (more specifically on parcel 3).

### *Site Evaluation Findings & Observations*

The site was evaluated from three perspectives: development limitations, site opportunities and phasing.

#### Planning Limitations

- The site is subject to a 48' height restriction, which limits the hospital to three above-grade levels.
- A 50' landscape buffer is required on the north and east sides of the site between the homes and the campus.

#### Planning Opportunities

- The north to south topographic slope lowers overall height of hospital.
- The site has multiple potential access points, which will help with campus circulation (e.g. separate ambulance, ambulatory service, delivery, staff entrances).
- Adequate parking can be accommodated on site.

### *Conceptual Site & Floor Plans*

After developing a hospital program and evaluating the Thompson Peak site, Hammes Company focused on designing a series of master facility planning alternatives. These alternatives were meant to "test fit" the program on the site and intended to explore different design concepts relative to project phasing, parking, campus circulation, functional adjacencies and stacking and massing.

### **Facility Objectives**

- Allow for horizontal expansion of key project elements including bed units, emergency department, operating suites and imaging rooms.
- Keep the helicopter pad as far away as possible from residential neighborhoods.
- Create distinct entrances for emergency services, deliveries, the main hospital lobby and outpatient services when possible.
- Connect the medical office building to the main hospital when possible to increase the productivity of physicians and the operational efficiency of the hospital staff.



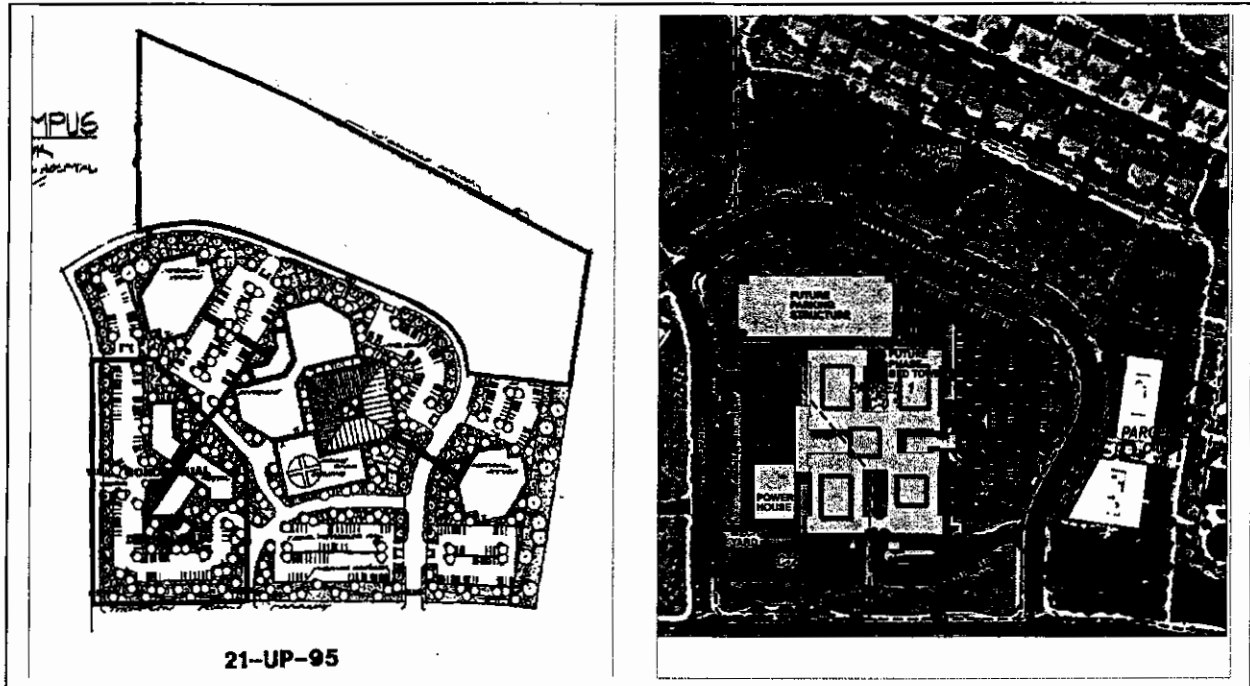
### **Parcel 1-Hospital**

In 1992, when the Grayhawk master plan was approved and later in 1995 when the use permit for the hospital campus was approved, no building elevation designs of the hospital were available. A conceptual layout depicting the relationship of the proposed hospital in the campus and surrounding area was submitted as part of the use permit application for context and perspective only. Over the past decade, the Grayhawk master plan has developed and the architectural theme established for the area. The proposed elevation designs for the hospital reflect that character.



*Perspective of Community Hospital w/o Full Landscaping*

The hospital is now positioned in the campus farther away from the neighborhood than originally envisioned. This is the result of extensive input from the Grayhawk community who is supportive of the community level hospital concept.



- The hospital building itself is a 3 level design having a gross floor area of 316,000 sq. ft. that is sited as far south and west as possible. Relative to the average height of most valley hospitals, this hospital is set much lower at only 48 ft. from base to roof.
- All of the hospital's required parking will be provided on the hospital parcel.

Several amended standards, (please refer to the application forms for specific details), are being requested to accommodate the unique circumstances of this site and the hospital design.

- The overall campus complies with all regulations/requirements except that the hospital parcel itself (Parcel 1) is: 1) short by 1% on open space; 2) slightly over on FAR; and 3) over on building volume. Again, if these standards are applied on a campus basis (Parcels 1-3), all standards are met. The reason for the higher building volume and FAR is due to the fact that a hospital must create and secure a clean interior environment which requires that the building, contain many more mechanical facilities inside of the structure than a normal office building and much of these facilities and devices occur between the floors. So, although the hospital building is 3 levels, it is 48 feet high instead of 36 feet in order to accommodate these facility needs.
- The 1% short fall in open space is due to the fact that more building area was placed on the hospital parcel to move building mass away from the neighborhood. In addition, the

commitment by Scottsdale Healthcare years ago to provide and install a 50 feet deep landscape buffer along the north and east property lines actually fixed the location of the internal road and thus the size of the hospital parcel. Otherwise, if the street wasn't built, the street alignment could be adjusted a bit and the standard easily complied with.

- Overall, 34.4% open space is provided while only 29% is required.

# **Proposed Amended Standards**

*for*

*Scottsdale Healthcare Thompson Peak Campus Parcel 1 (Hospital)  
in the Grayhawk PCD*

\*Proposed amendments are in bold and underlined.

## **Introduction/Overview of Need for Amended Standards**

The following amended standards are corollary actions that largely result from an agreement between the Hospital and the master plan developer of Grayhawk that was executed in the mid 1990's. These amended standards are the direct result of the building being a hospital and the transition landscape buffers installed at the request of the neighborhood. The Hospital agreed with the master plan developer at that time to locate 2 story buildings no closer than 100 feet from the perimeter property lines. A 50 deep landscape buffer and trail were also designated and installed in good faith by the Hospital even though development of the new medical hospital campus was still many years away.

The agreement with the master developer also fixed the location of the loop street such that the density of the medical buildings that could be placed on the parcels outside of the loop street nearer to the neighborhood could not be developed very intensely. These medical office buildings were essentially limited to 2 stories beyond the newly established setback in order to create a less intense buffer of office development between the neighborhood and the future community hospital. Therefore, although the north perimeter parcel is not in the application, the intensity shown on the site plan can not be increased because of the previously mentioned agreements and standards that have been imposed.

When this campus is evaluated from a comprehensive standpoint, the overall campus complies with F.A.R. and open space standards. The campus still exceeds the Building Volume standard when strictly applied principally because of the amount of interior space that has to be designed to house equipment and facilities that both create and ensure a clean environment. On a gross overall campus basis including the internal loop street, the building volume ratio would be approximately 6.9 without the future parking garage. Hospitals are unique buildings that require significantly more space between floors and more mechanical equipment be placed within the limits of the building than standard office buildings require. It is simply not possible to build a hospital facility using standards designed for an office building.

## **Requested Standard and Additional Justification:**

The hospital parcel itself (Parcel 1) is:

- a) over on building volume;
- b) slightly over on FAR; and
- c) short by 1% on open space.

- The reason for the higher building volume and FAR (a and b) is due to the fact that a hospital must create and secure a clean interior environment which requires that the building, contain many more mechanical facilities inside of the structure than a normal office building and much of these facilities and devices occur between the floors. So, although the hospital building is just 3 levels,

the building is 48 feet high in order to accommodate these facility needs instead of 36 feet. The Zoning Ordinance recognized this by allowing up to 72 feet but it does not adjust the volume or FAR standards.

- The 1% short fall in open space (c) is due to the fact that building area was moved away from the neighborhood and more building area was placed on the hospital parcel due to the limitations of the master developer in the creation of the deep perimeter landscaped setbacks and building setback limits adjacent to the neighborhood. The effect was to place more building area on the hospital parcel and away from the neighborhood. In addition, the commitment by Scottsdale Healthcare years ago to actually install a 50 feet deep landscape buffer along the north and east property lines fixed the location of the internal road and thus the size of the hospital parcel. Otherwise, if the street wasn't built, the street alignment could be adjusted a bit and the standard easily complied with. Overall, 34.4% open space is provided while only 29% is required.

## LEGISLATIVE PRESENTATION OF PROPOSED AMENDED STANDARDS

Sec. 5.2204. Property development standards.

The following property development standards shall apply to all land and buildings in the C-O district:

- A. *Floor area ratio.* In no case shall the gross floor area of a structure exceed the amount equal to ~~six~~ seven-tenths multiplied by net lot area in square feet.
- B. *Volume ratio.* In no case shall the volume of any structure exceed the product of the net lot area in square feet multiplied by ~~7.2~~ 13.6 feet. **(includes future parking structure)**
- C. *Open space requirements.*
  - 1. In no case shall the open space requirement be less than fifteen (15) percent of the net lot area for zero (0) feet to twelve (12) feet of height, plus ~~five~~ four-tenths percent of the total site for each foot of height above twelve (12) feet. Open space as defined in article VI.
  - 2. Open space required under this section shall be exclusive of parking lot landscaping required under the provisions of article IX of this ordinance.
- D. *Building height.* No building shall exceed thirty-six (36) feet in height except that within one hundred (100) feet of any R-1, R-2, R-3, R-4, R-4R or M-H district no building shall exceed twenty-four (24) feet in height and except as otherwise provided in article VII. *NOTE: Hospital building height was approved up to 48 feet in 21-UP-95.*

E. *Yards.*

1. Front Yard.

- a. No front yard is required except as listed in the following two (2) paragraphs and in article VII hereof, unless a block is partly in a residential district, in which event the front yard regulations of the residential district shall apply.
- b. A minimum of one-half of the open space requirement shall be incorporated as frontage open space to provide a setting for the building and a streetscape containing a variety of spaces.
- c. Where parking occurs between a building and the street a yard thirty-five (35) feet in depth shall be maintained. This depth may be decreased to a minimum of twenty (20) feet subject to Section 10.402.D.3.

2. Side Yard.

- a. A side yard of not less than fifty (50) feet shall be maintained where the side of the lot abuts a single-family residential district or abuts an alley which is adjacent to a single-family residential district. The fifty (50) feet may include the width of the alley.
- b. A side yard of not less than twenty-five (25) feet shall be maintained where the side lot abuts a multiple-family residential district. The twenty-five (25) feet may include any alley adjacent to the multiple-family residential district.

3. Rear Yard.

- a. A rear yard of not less than fifty (50) feet shall be maintained where the rear lot abuts a single-family residential district or abuts an alley which is adjacent to the single-family residential district. The fifty (50) feet may include the width of the alley.
- b. A rear yard of not less than twenty-five (25) feet shall be maintained where the rear lot abuts a multiple-family residential district. The twenty-five (25) feet may include any alley adjacent to the multiple-family residential district.

F. *Distance between buildings.*

- 1. There shall not be less than ten (10) feet between an accessory building and a main building or between two (2) main buildings, except that an accessory building with two (2) or more open sides, one (1) of which is adjacent to the main building, may be built to within six (6) feet of the main building.

G. *Walls, fences and required screening.*

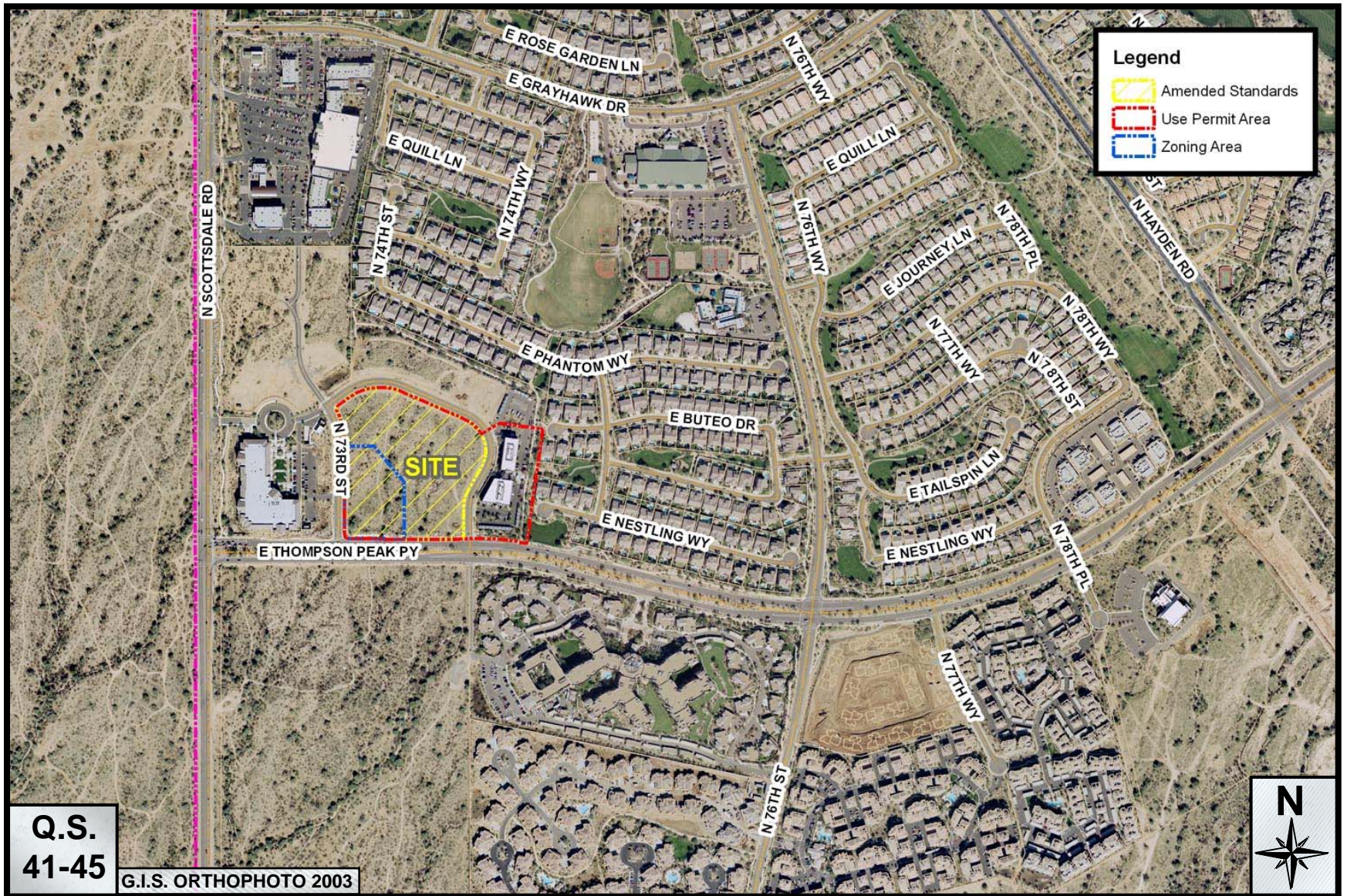
1. Walls, fences and hedges not to exceed eight (8) feet in height shall be permitted on the property line or within the required yard areas, except within the required frontage open space, within which they may not exceed three (3) feet in height, or except as otherwise provided in article VII.
2. All mechanical structures and appurtenances shall be screened as approved by the Development Review Board.
3. All storage and refuse areas shall be screened as determined by Development Review (Board) approval.
4. All operations and storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by Development Review [Board] approval or use permit.

H. *General provisions.* Other requirements and exceptions as specified in article VII.

- I. *Access.* All lots shall have frontage on and have vehicular access from a dedicated street, unless a secondary means of permanent vehicle access has been approved in the development review or subdivision plat.

(Ord. No. 1840, § 1, 10-15-85; Ord. No. 2818, § 1, 10-17-95)





Scottsdale Healthcare

46-ZN-1990#16

ATTACHMENT #2



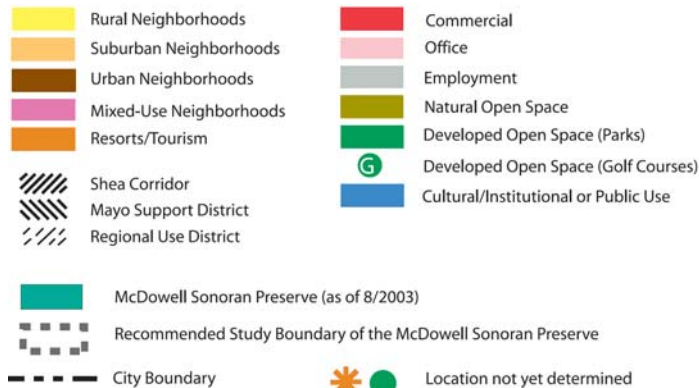
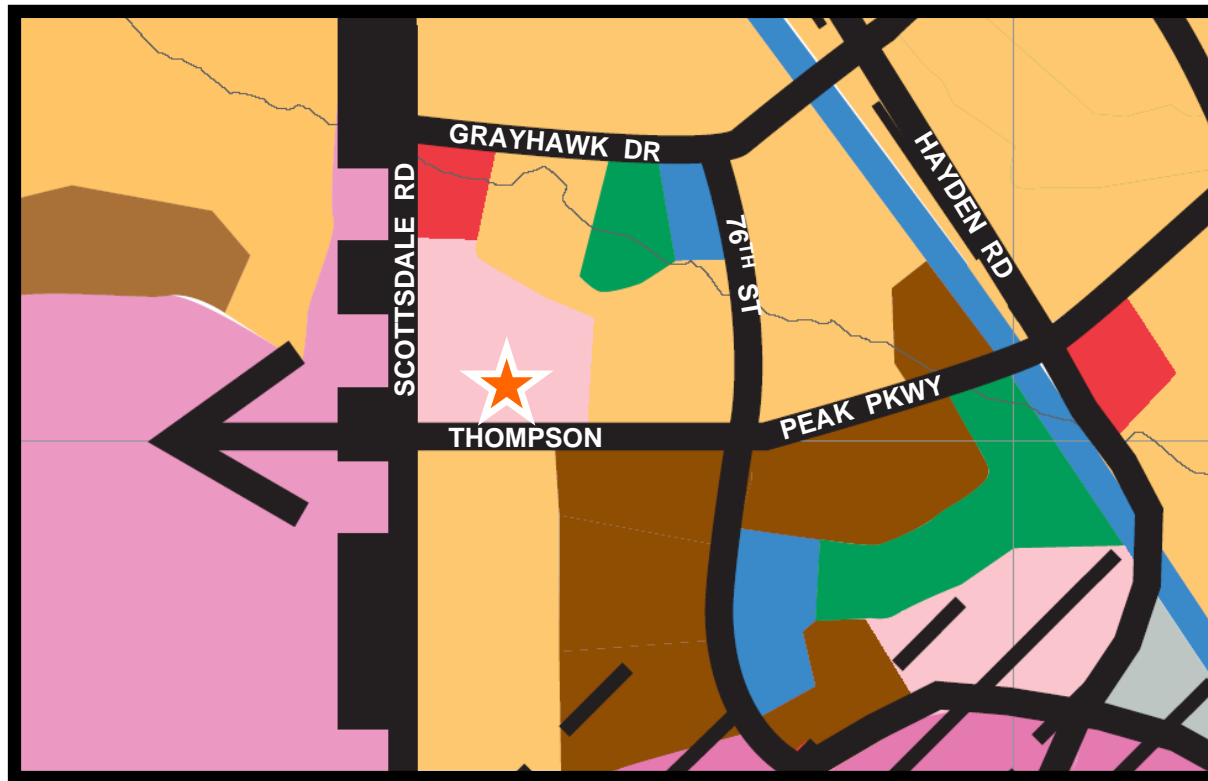


Scottsdale Healthcare

46-ZN-1990#16

ATTACHMENT #2A

# General Plan

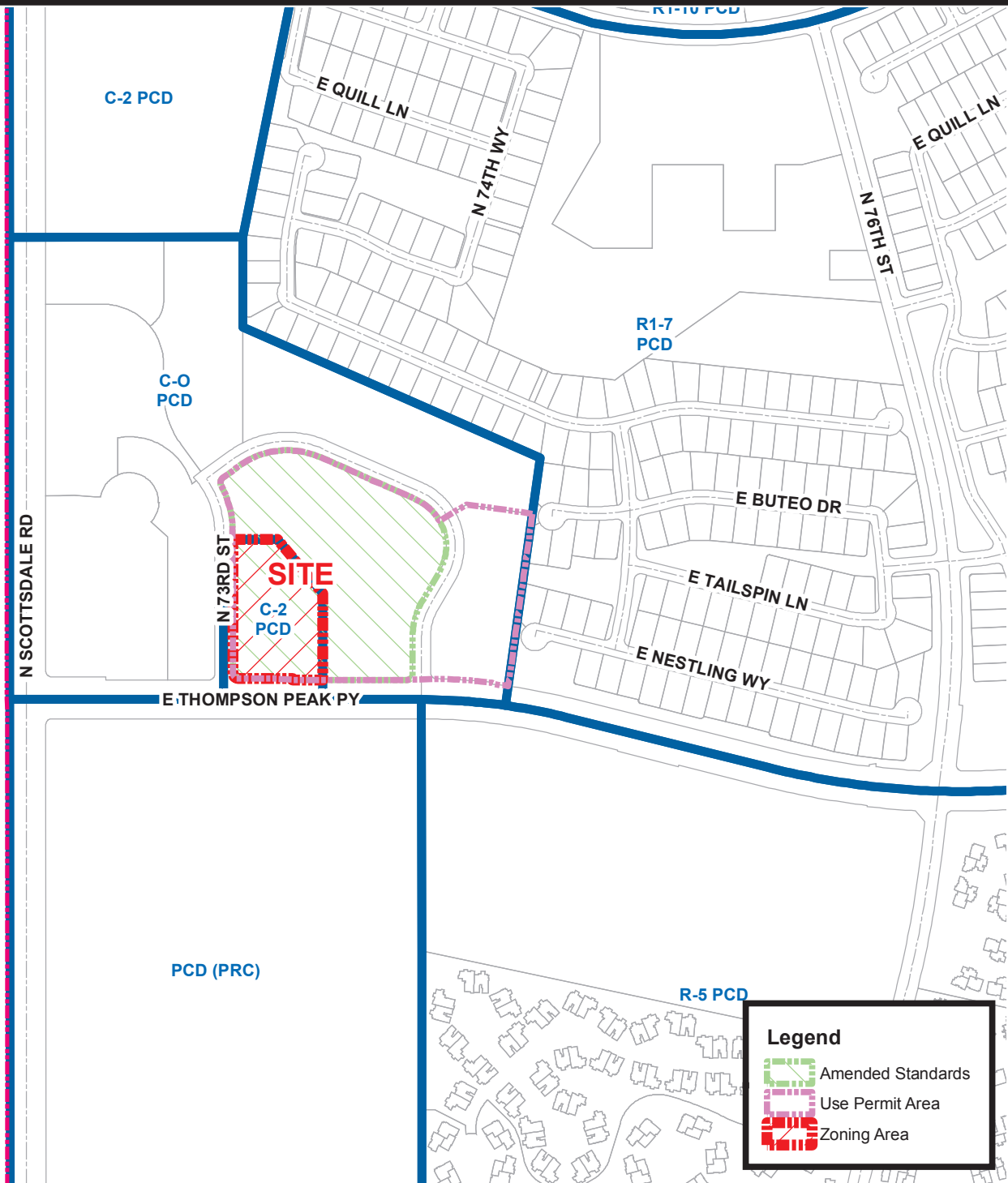


**46-ZN-1990#16**  
ATTACHMENT #3

Adopted by City Council October 30, 2001  
Ratified by Scottsdale voters March 12, 2002  
revised to show McDowell Sonoran Preserve as of May 2004  
revised to reflect General Plan amendments through June 2004



Rezone from Planned Community District with Central Business District comparable uses (C-2 PCD) to Planned Community District with Commercial Office comparable uses (C-O PCD) with amended development standards



46-ZN-1990#16

ATTACHMENT #4



## **STIPULATIONS FOR CASE 46-ZN-1990#16**

### **PLANNING/ DEVELOPMENT**

1. CONFORMANCE TO DEVELOPMENT SUBMITTAL. Development shall conform with the site plan submitted by Evans, Kuhn & Associates, Inc. with a date provided on the plans by city staff of 11/1/2005. The approval of this site plan does not authorize any violation of the Zoning Ordinance requirements. These stipulations take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. AMENDED DEVELOPMENT STANDARDS. The Amended Development Standards shall comply with the Amended Development Standards shown in report Attachment #7 approved with case 46-ZN-1990#16, and shall only apply to Parcel 1 as indicated on the site plan submitted by Evans, Kuhn & Associates, Inc. with a date provided on the plans by city staff of 11/1/2005.

## STIPULATIONS FOR CASE 21-UP-1995#3

### PLANNING/ DEVELOPMENT

1. CONFORMANCE TO DEVELOPMENT SUBMITTAL. Development shall conform with the site plan submitted by Evans, Kuhn & Associates, Inc. with a date provided on the plans by city staff of 11/1/2005. The approval of this site plan does not authorize any violation of the Zoning Ordinance requirements. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. AMENDED DEVELOPMENT STANDARDS. The Amended Development Standards shall comply with the Amended Development Standards shown in report Attachment #7 approved with case 46-ZN-1990#16, and shall only apply to Parcel 1 as indicated on the site plan submitted by Evans, Kuhn & Associates, Inc. with a date provided on the plans by city staff of 11/1/2005.
3. BUILDING HEIGHT. The maximum building height of the Hospital building shall not exceed forty eight (48) feet.
4. OUTDOOR LIGHTING. The maximum height of any outdoor lighting source utilized for illuminating the site shall not exceed 20 feet above finished grade.
5. LANDSCAPE BUFFER. There shall be a 20 foot landscaped buffer provided adjacent to the internal streets (Scottsdale Healthcare Drive, and 73<sup>rd</sup> Street). With the Development Review Board submittal, the developer shall submit a plan to address the landscape buffer design.

### CIRCULATION

1. STREET CONSTRUCTION. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the following right-of-way and construct the following street improvements, in conformance with the Design Standards and Policies Manual:
  - a. The developer shall construct a six-foot wide sidewalk along 73<sup>rd</sup> Street and both sides of Scottsdale Healthcare Drive along the site frontage. The sidewalk shall be separated from the back of curb except at intersections, as approved by city staff.
  - b. The developer shall provide any improvements supported by the approved traffic impact study for the site, as determined by the city staff.
2. ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines):
  - a. Thompson Peak Parkway – There shall be no driveways on Thompson Peak Parkway. Access to the site shall be from 73<sup>rd</sup> Street and Scottsdale Healthcare Drive.
  - b. Thompson Peak Parkway – Driveways shall align with existing driveways or be offset a minimum distance of 165 feet.
  - c. Scottsdale Healthcare Drive - Driveways shall align with existing driveways or be offset a minimum distance of 165 feet. The final plan submittal shall include intersection sight distance evaluations for all driveways; driveway locations may need to be modified to achieve required sight distance.
3. PEDESTRIAN CIRCULATION PLAN. With each Development Review Board submittal, the developer shall submit a Pedestrian Circulation Plan for the site, which shall be subject to city

staff approval. This plan shall indicate the location and width of all sidewalks and pedestrian pathways. Pedestrian connections shall be provided from Scottsdale Healthcare Drive to the path along the north side of the site. Raised intersections shall be considered to enhance pedestrian connections across Scottsdale Healthcare Drive and 73<sup>rd</sup> Street.

4. **TRAFFIC SIGNAL PARTICIPATION.** Before any building permit for the site is issued, the developer shall pay to the city 50% of the design and construction costs, as determined by city staff, for the installation of a traffic signal at the intersection of Scottsdale Healthcare Drive and Thompson Peak Parkway. Before issuance of any certificate of occupancy for the site, the developer shall construct underground infrastructure (conduit and pull boxes) for future signalization at the intersection based on a preliminary traffic signal design.
5. **TRANSIT FACILITIES.** Before any certificate of occupancy is issued for the site, the developer shall construct a bus bay and stop facilities (shelter, bench and trash can) on Thompson Peak Parkway just west of Scottsdale Healthcare Drive. The design and location of these facilities shall be subject to city staff approval (Transportation Department 480-312-7696) before any final plan approval.
6. **DIAL-A-RIDE FACILITIES.** Before any certificate of occupancy is issued for the site, the developer shall construct a Dial-A-Ride stop facility (shelter, bench and trash can) within the hospital campus near the main entrance. The design and location of these facilities shall be subject to city staff approval (Transportation Department 480-312-7696) before any final plan approval.

## **Amended Development Standards**

### **46-ZN-1990#16 and 21-UP-1995#3**

(Amended standards shown in **BOLD CAPS** and ~~strikethrough~~)

#### Sec. 5.2200. (C-O) COMMERCIAL OFFICE DISTRICT.

##### Sec. 5.2201. Purpose.

This district is intended to provide an environment desirable for and conducive to development of office and related uses adjacent to the central business district or other major commercial cores. In addition, certain other kinds of uses are permitted under conditions and standards which assure their compatibility with a general concentration of office use as well as with the medium and high density residential districts which will often adjoin the C-O district. This district will generally serve to provide a transition from, and occur between, the commercial core and residential districts.

##### Sec. 5.2202. Approvals required.

No structure or building shall be built or remodeled upon land in the C-O district until Development Review [Board] approval has been obtained as outlined in article I, section 1.900 hereof.

(Ord. No. 3225, § 1, 5-4-99)

##### Sec. 5.2203. Use regulations.

A. *Permitted uses.* Buildings, structures, or premises shall be used and buildings and structures shall hereafter be erected, altered or enlarged only for the following uses:

1. Business and professional.
  - a. Business college, limited to the teaching of office and business practices and skills.
  - b. Corporate headquarters, which may include transient residential units only for employees on a site of twenty (20) acres or greater.
  - c. Office, business: Any office in which chattels or goods, wares or merchandise are not commercially created, displayed, sold or exchanged, except commercial uses appurtenant thereto, such as restaurants, cocktail lounges, gift shops, newsstand, smoke shop, barbershop, beauty parlors, and small retail shops, provided the entrance of such accessory uses shall be from the interior of the building, lobby or arcade, and there shall be no exterior advertising.
  - d. Office, professional, for: Accountant, architect, chiropodist, chiropractor, dentist, engineer, lawyer, minister, naturopath, osteopath, physician, surgeon, surveyor, optometrist, veterinarian.
  - e. Office, semi-professional, for: Insurance broker, public stenographer, real estate broker, stockbroker, and other persons who operate or conduct offices which do not require the stocking of goods for wholesale or retail, but shall not include barber, beauty operator, cosmetologist, embalmer or mortician except as provided in subparagraph (b) hereof.
  - f. Optician (limited to prescription work only).
  - g. Laboratories: Medical, dental, blood bank.
  - h. Physiotherapist.

- i. Studio: For professional work, or teaching of any form of commercial or fine arts, photography, music, drama, dance, but not including commercial gymnasium, dance hall or job printing.
- j. Hospitals for animals including boarding and lodging; provided that there shall be no open kennels maintained and provided that all facilities will be in soundproof buildings.
- k. Museum, library, post office.
- l. Broadcasting station and studio, radio or television, but not including sending or receiving tower.
- m. Private and charter school having no room regularly used for housing or sleeping overnight. Subject to Development Review Board approval and compliance with standards including, but not limited to, the following as well as those otherwise required in the district.
  - (1) Location: All proposed private and charter schools shall be located a minimum of five hundred (500) feet from any adult use.
  - (2) Lot area: The minimum lot area shall be equal to that required for the district, except that no lot shall be less than forty-three thousand (43,000) square feet (net).
  - (3) There shall be no outside speaker system or bells, if the school building is within one hundred (100) feet of a single-family dwelling or multifamily dwelling unit.
  - (4) Open space: Per underlying zoning district open space requirements. All NAOS requirements of the district must be met and may be applied towards the overall open space requirements subject to compliance with NAOS standards.
  - (5) Parking: Parking shall observe the front yard setbacks of the district for all frontages. One-third ( 1/3) of the required parking may be shared parking with other establishments present on site. Parking shall be located and screened per the requirements of the district.
  - (6) Outdoor recreation area: All outdoor playgrounds and recreation areas shall be enclosed by a wall or fence sufficient in height to protect the safety and welfare of the students and shall be located within the side or rear yard. Any playground or outdoor recreation area shall be located a minimum of fifty (50) feet from any residential district and screened by a minimum six-foot high wall.
  - (7) Drop-off area: A drop-off area accommodating a minimum of five (5) vehicles shall be located along a sidewalk or landing area connected to the main entrance to the school. This area shall not include internal site traffic aisles, parking spaces, fire lanes, etc.
  - (8) Any public trails or pedestrian connections shall be incorporated into the site plan and approved by the Development Review Board.
  - (9) Circulation plan: The applicant shall submit a circulation plan to insure minimal conflicts between the student drop-off area, potential van and bus drop-off area, parking, access driveways, pedestrian and bicycle paths on site.
- 2. Retail.
  - a. Art gallery.
  - b. Establishments primarily supplemental in character to other permitted principal uses, such as: Pharmacy, apothecary shop, sale of correction garments, prosthetic devices and optical goods.
  - c. Blueprinting, printing, lithograph, publishing or photostating.
- 3. Service.



- a. Banks, finance offices, lending institutions, stock brokerage firms, savings and loan associations and credit unions.
  - b. Churches and places of worship.
  - c. Day care center, if the drop off or outdoor play area is more than one hundred (100) feet from a residential district.
  - d. Wireless communications facilities; Types 1, 2, and 3, subject to the requirements of Sections 1.906, 3.100 and 7.200.
  - e. Racquet, paddle or handball courts (indoor only).
  - f. Telephone answering service.
  - g. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.
  - B. *Uses subject to a conditional use permit.*
    - 1. Corporate headquarters which includes transient residential units only for employees on a site of less than twenty (20) acres.
    - 2. Day care center, if the drop off or outdoor play area is within one hundred (100) feet from a residential district (see section 1.403 for criteria).
    - 3. Funeral home and chapel.
    - 4. Hospital.
    - 5. Municipal uses.
    - 6. Wireless communications facilities; Type 4, subject to requirements of sections 1.400, 3.100 and 7.200.
    - 7. Private club, fraternity, sorority, and lodges.
    - 8. Research and development facilities.
- (Ord. No. 2394, § 1, 9-16-91; Ord. No. 2430, § 1, 1-21-92; Ord. No. 2858, § 1, 12-5-95; Ord. No. 3048, § 2, 10-7-97; Ord. No. 3034, § 1, 11-4-97; Ord. No. 3103, § 1, 1-6-98; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3493, § 1, 3-4-03)

Sec. 5.2204. Property development standards.

The following property development standards shall apply to all land and buildings in the C-O district:

- A. *Floor area ratio.* In no case shall the gross floor area of a structure exceed the amount equal to ~~six tenths~~ **SEVEN-TENTHS** multiplied by net lot area in square feet.
- B. *Volume ratio.* In no case shall the volume of any structure exceed the product of the net lot area in square feet multiplied by ~~7.2~~ **13.7** feet.
- C. *Open space requirements.*
  - 1. In no case shall the open space requirement be less than fifteen (15) percent of the net lot area for zero (0) feet to twelve (12) feet of height, plus ~~five tenths~~ **FOUR-TENTHS** percent of the total site for each foot of height above twelve (12) feet. Open space as defined in article VI.
  - 2. Open space required under this section shall be exclusive of parking lot landscaping required under the provisions of article IX of this ordinance.
- D. *Building height.* No building shall exceed thirty-six (36) feet in height except that within one hundred (100) feet of any R-1, R-2, R-3, R-4, R-4R or M-H district no building shall exceed twenty-four (24) feet in height and except as otherwise provided in article VII.
- E. *Yards.*

1. Front Yard.

a. No front yard is required except as listed in the following two (2) paragraphs and in article VII hereof, unless a block is partly in a residential district, in which event the front yard regulations of the residential district shall apply.

b. A minimum of one-half of the open space requirement shall be incorporated as frontage open space to provide a setting for the building and a streetscape containing a variety of spaces.

c. Where parking occurs between a building and the street a yard thirty-five (35) feet in depth shall be maintained. This depth may be decreased to a minimum of twenty (20) feet subject to Section 10.402.D.3.

2. Side Yard.

a. A side yard of not less than fifty (50) feet shall be maintained where the side of the lot abuts a single-family residential district or abuts an alley which is adjacent to a single-family residential district. The fifty (50) feet may include the width of the alley.

b. A side yard of not less than twenty-five (25) feet shall be maintained where the side lot abuts a multiple-family residential district. The twenty-five (25) feet may include any alley adjacent to the multiple-family residential district.

3. Rear Yard.

a. A rear yard of not less than fifty (50) feet shall be maintained where the rear lot abuts a single-family residential district or abuts an alley which is adjacent to the single-family residential district. The fifty (50) feet may include the width of the alley.

b. A rear yard of not less than twenty-five (25) feet shall be maintained where the rear lot abuts a multiple-family residential district. The twenty-five (25) feet may include any alley adjacent to the multiple-family residential district.

F. *Distance between buildings.*

1. There shall not be less than ten (10) feet between an accessory building and a main building or between two (2) main buildings, except that an accessory building with two (2) or more open sides, one (1) of which is adjacent to the main building, may be built to within six (6) feet of the main building.

G. *Walls, fences and required screening.*

1. Walls, fences and hedges not to exceed eight (8) feet in height shall be permitted on the property line or within the required yard areas, except within the required frontage open space, within which they may not exceed three (3) feet in height, or except as otherwise provided in article VII.

2. All mechanical structures and appurtenances shall be screened as approved by the Development Review Board.

3. All storage and refuse areas shall be screened as determined by Development Review [Board] approval.

4. All operations and storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by Development Review [Board] approval or use permit.

H. *General provisions.* Other requirements and exceptions as specified in article VII.

I. *Access.* All lots shall have frontage on and have vehicular access from a dedicated street, unless a secondary means of permanent vehicle access has been approved in the development review or subdivision plat.

(Ord. No. 1840, § 1, 10-15-85; Ord. No. 2818, § 1, 10-17-95)

Sec. 5.2205. Off-street parking.  
The provisions of article IX shall apply.

Sec. 5.2206. Signs.  
The provisions of article VIII shall apply.

[Sec. 5.2300. Reserved.]

## **ADDITIONAL INFORMATION FOR CASE 21-UP-1995#3**

### **PLANNING/DEVELOPMENT**

1. **DEVELOPMENT CONTINGENCIES.** The approved development program, including intensity, may be changed due to drainage issues and other site planning concerns which will need to be resolved at the time of site plan approval. Appropriate design solutions to these constraints may preclude achievement of the proposed development program.
2. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
  - a. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
  - b. improvement plans for common open space, common buildings and/or walls, and amenities such as landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included).
3. **NATIVE PLANT PRESERVATION.** The owner shall secure a native plant permit as defined in the Scottsdale Revised Code for each parcel. City staff will work with the owner to designate the extent of the survey required within large areas of proposed undisturbed open space. Where excess plant material is anticipated, those plants shall be offered to the public at no cost to the owner in accordance with state law and permit procedure or may be offered for sale.

### **ENGINEERING**

1. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. **STREET CONSTRUCTION STANDARDS.** The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
4. **CITY CONTROL OF ACCESS.** The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

### **DRAINAGE AND FLOOD CONTROL**

1. **CONCEPTUAL DRAINAGE REPORT.** With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The

conceptual report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:

- a. Identify all major wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of ALL washes which exit the property.
  - b. Determine easement dimensions necessary to accommodate design discharges.
  - c. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
  - d. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
  - e. Include a complete description of requirements relating to project phasing.
2. STORM WATER STORAGE REQUIREMENT. Before improvement plan approval, the developer shall submit a final drainage report and plan which calculates the storm water storage volume required,  $V_r$ , and the volume provided,  $V_p$ , using the 100-year, 2-hour storm event.
  3. STORM WATER STORAGE EASEMENTS. With the Development Review Board submittal, the developer shall submit a site plan subject to city staff approval. The site plan shall include and identify tracts with easements dedicated for the purposes of storm water storage, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.
  4. DRAINAGE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site.

## WATER

1. BASIS OF DESIGN REPORT (WATER). Before or concurrent with the Development Review Board submittal, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
  - a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
  - b. Identify the timing of and parties responsible for construction of all water facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. NEW WATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all water lines and water related facilities necessary to serve the site. Water line and water related facilities shall conform to the city Water System Master Plan.
3. WATERLINE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code the Design Standards and Policies Manual, all water easements necessary to serve the site.

## WASTEWATER

1. BASIS OF DESIGN REPORT (SANITARY SEWER). Before or concurrent with the Development Review Board submittal, the developer shall submit a basis of design report and plan subject to

Water Resources Department approval. The basis of design report shall be in conformance with the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:

- a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
  - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. NEW WASTEWATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all sanitary sewer lines and wastewater related facilities necessary to serve the site. Sanitary sewer lines and wastewater related facilities shall conform to the city Wastewater System Master Plan.
  3. SANITARY SEWER EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.

#### OTHER REQUIREMENTS

1. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.
2. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.

## **TRAFFIC IMPACT ANALYSIS SUMMARY**

### **Scottsdale Healthcare Hospital at Grayhawk**

**Summary Prepared by Jennifer Bohac, COS Traffic Engineering**  
**Traffic Impact Study Prepared by Brennan Kidd, Lee Engineering.**

#### **Existing Conditions:**

The project is a proposed hospital and medical office campus development to be located at the northeast corner of 73<sup>rd</sup> Street and Thompson Peak Parkway. The streets in the vicinity of the site are Scottsdale Road, Thompson Peak Parkway, 73<sup>rd</sup> Street, and Scottsdale Healthcare Drive.

Scottsdale Road is classified as a Major Arterial Roadway in the city's Streets Master Plan. Scottsdale Road is a north-south street with two lanes in each direction, and is located just west of the site. Future plans call for an expansion to three lanes in each direction with a raised center median. Scottsdale Road intersects the Loop 101 freeway approximately one mile south of Thompson Peak Parkway. The intersection of Thompson Peak Parkway/Scottsdale Road, which is currently a T-intersection, is signalized. The posted speed limit on Scottsdale Road north of Thompson Peak Parkway is 55 mph; south of Thompson Peak Parkway the speed limit is 45 mph.

Thompson Peak Parkway is classified as a Minor Arterial on the city's Streets Master Plan. Thompson Peak Parkway is an east-west with two lanes in each direction and a raised landscaped center median. This roadway currently terminates at Scottsdale Road, but is planned to be continued west in to Phoenix as part of the Paradise Ridge development. Thompson Peak Parkway extends to the east into DC Ranch east of Pima Road. The posted speed limit on Thompson Peak Parkway is 45 mph.

73<sup>rd</sup> Street is classified as a local collector on the city's Streets Master Plan. It is a north-south roadway that connects Thompson Peak Parkway with the Grayhawk shopping center to the north of the site. 73<sup>rd</sup> Street has one lane in each direction, and primarily serves as a connection for traffic to access Thompson Peak Parkway or the shopping center without having to use Scottsdale Road. The intersection of 73<sup>rd</sup> Street and Thompson Peak Parkway is unsignalized. Left turns out onto Thompson Peak Parkway from 73<sup>rd</sup> Street are not allowed.

Scottsdale Healthcare Drive is classified as a local collector on the city's Streets Master Plan. Scottsdale Healthcare Drive, which has one lane in each direction, runs east-west and then bends south to connect 73<sup>rd</sup> Street to Thompson Peak Parkway. South of Thompson Peak Parkway, this roadway provides access to senior living facility. West of 73<sup>rd</sup> Street, the roadway primarily serves the Discount Tire corporate office building. The intersection of Scottsdale Healthcare Drive/73<sup>rd</sup> Street is an all-way stop controlled intersection. The intersection of Scottsdale Healthcare Drive/Thompson Peak Parkway is unsignalized, with the north and south approaches being stop controlled.

In the immediate vicinity of the site, there are several existing developments. Residential areas with some small office are located along Thompson Peak Parkway east of the site within the Grayhawk community. At the northeast corner of Thompson Peak Parkway and Scottsdale Healthcare Drive there is an existing medical office building that is approximately 47,000 SF in size. The Grayhawk shopping center development to the north of the site area is accessible via 73<sup>rd</sup> Street north of Scottsdale Healthcare Drive. A corporate office for Discount Tire is located

at the northeast corner of Scottsdale Road and Thompson Peak Parkway and has access to Scottsdale Road and Thompson Peak Parkway via a driveway onto Scottsdale Road and a connection to 73<sup>rd</sup> Street.

This area is expanding with planned developments along with residential subdivisions and retail centers already built and prospering nearby. To the south of Thompson Peak Parkway and to the east of Scottsdale Road like land slated for mixed used development (the Stacked 40s site). To the west of Scottsdale Road, it the planned Paradise Ridge development, which will have a similar high-intensity development plan of various residential and commercial elements.

#### **Proposed Development:**

The proposed medical campus development has two components: the hospital site and a related medical office building. A traffic impact study was prepared by Lee Engineering to examine the estimate the amount of traffic that will be generated by the hospital and effects they will have on the surrounding roadway network.

The hospital portion of the medical campus development will open in 2008 with approximately 230,000 SF of space, with about 190,000 SF being operational. Full build out of the hospital will consist of 316,500 SF of space and 184 beds. The medical office building will offer 48,000 SF of space for offices. The development will result in the addition of four new access driveways onto Scottsdale Healthcare Drive upon opening. At full build out, a new east-west connector road between Scottsdale Road and 73<sup>rd</sup> Street will also be present north of the Discount Tire Access Drive.

Trip generation numbers for the opening year of the project, 2008, and the build out year, anticipated to be 2015, are presented in the following table.

**TRIP GENERATION COMPARISON TABLE**

Year	Land Use	Quantity	Units	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
2008 Opening	Hospital	230	1,000 SF	4,041	185	91	276	90	181	271
2008 Opening	Medical Office	48	1,000 SF	1,734	94	25	119	48	131	179
<b>2008 Opening</b>	<b>Total</b>	<b>-</b>	<b>-</b>	<b>5,775</b>	<b>279</b>	<b>116</b>	<b>395</b>	<b>138</b>	<b>312</b>	<b>450</b>
2015	Additional Hospital	90	1,000 SF	1,581	72	36	108	35	72	107
<b>2015</b>	<b>Total</b>	<b>-</b>	<b>-</b>	<b>7,356</b>	<b>351</b>	<b>152</b>	<b>503</b>	<b>173</b>	<b>384</b>	<b>557</b>

This trip generation is based on data contained in the Institute of Transportation Engineer's *Trip Generation*. The trip generation calculations indicate that in 2008, year of opening, the proposed development would generate approximately 5,775 daily trips, with 395 trips generated during the a.m. peak hour and 450 trips generated during the p.m. peak hour. In the build out year the proposed development would generate approximately 7,356 daily trips, with 503 trips generated during the a.m. peak hour and 557 trips generated during the p.m. peak hour.



**Future Conditions:**

Capacity calculations were performed for both Year 2008 and the 2015 scenarios for the signalized intersection of Scottsdale Road/Thompson Peak Parkway to evaluate the Level of Service (LOS) at the intersection. Capacity calculations were also performed at the six unsignalized intersections of Thompson Peak Parkway/Scottsdale Healthcare Drive, Thompson Peak Parkway/73<sup>rd</sup> Street, 73<sup>rd</sup> St/Scottsdale Healthcare Drive, Scottsdale Road/Discount Tire access drive, Scottsdale Road/New Connector Road, and 73<sup>rd</sup> Street/New Connector Road.

Capacity calculations for the signalized intersection were evaluated for the intersection overall. At the unsignalized intersections, the level of service was evaluated for each movement; the LOS shown is the LOS for the worse movement. The worse movement is often the exiting left-turn movement onto a roadway with relatively high through volume.

The results of the capacity calculations are presented in the table below.

**LEVEL OF SERVICE TABLE**

Intersection	Type	2008 – Year of Opening		Future Year – Full Build Out	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Scottsdale Rd/ Thompson Peak Pkwy	Signalized	B	C	D	E
Thompson Peak/ Scottsdale Healthcare	Unsignalized	C	C	F	F
Thompson Peak/73 <sup>rd</sup> St	Unsignalized	B	B	B	C
73 <sup>rd</sup> St/ Scottsdale Healthcare	Unsignalized	A	B	A	B
Scottsdale Rd/ Discount Tire Access Dr.	Unsignalized	E	F	D	F
Scottsdale Rd/ New Connector Rd	Unsignalized	E	F	E	F
73 <sup>rd</sup> St/ New Connector Rd	Unsignalized	A	A	A	A

The table above demonstrates that in the AM Peak Hour, the level of service for the signalized and unsignalized intersections in the vicinity of the site will be at LOS D or better with the proposed medical campus, with the exception of the exiting left turns from the New Connector Rd and the Discount Tire Access Dr onto Scottsdale Road, and the exiting left and through movement from Scottsdale Healthcare Dr onto Thompson Peak Parkway. This poor level of service at these three locations is only expected to occur during the peak hours. In the PM Peak Hour, the level of service for the signalized and unsignalized intersections in the vicinity of the site will be at LOS D or better with the proposed medical campus, with the exception of the exiting left turns at the same locations in the AM Peak. In the Future PM Peak,

the intersection of Scottsdale Rd/Thompson Peak Parkway is also as LOS E. This poor level of service at these locations is expected to occur during the peak hours.

It is recommended that the intersection of Scottsdale Rd/Thompson Peak Parkway be mitigated by increasing the cycle length and adding dual northbound and southbound left turns if possible. A signal warrant was prepared for the intersection of Thompson Peak Parkway/Scottsdale Healthcare Drive, which is at LOS F in the build out scenario. It is also recommended that a traffic signal be installed at this location to mitigate poor operations once in-field traffic conditions are met. All other site access drives should be constructed to accommodate two outbound lanes and one inbound lane.

**Additional Information:**

This area is expanding with planned developments along with residential subdivisions and retail centers already built and prospering nearby. To the south of Thompson Peak Parkway and to the east of Scottsdale Road like land slated for mixed used development (the Stacked 40s site). A traffic signal at the Scottsdale Healthcare and Thompson Peak Parkway intersection would also serve the Stacked 40's project. To the west of Scottsdale Road, the Paradise Ridge development is planned in the City of Phoenix, which will have a similar high-intensity development plan of various residential and commercial elements.

**Summary:**

Analysis of the trip generation demonstrates that the proposed medical campus development in the Year 2008, the anticipated opening year, would generate approximately 5,775 daily trips, with 395 trips generated during the a.m. peak hour and 450 trips generated during the p.m. peak hour. With the project build out, anticipated to be Year 2015, the proposed development would generate approximately 7,356 daily trips, with 503 trips generated during the a.m. peak hour and 557 trips generated during the p.m. peak hour.

Capacity calculations were completed for the signalized and unsignalized intersections in the vicinity of the site. In the a.m. peak hour, the intersections are expected to operate at acceptable levels of service (LOS D or better for all movements), with the exception of the exiting left turns from the unsignalized driveways along Scottsdale Road, and the exiting left and through movement from Scottsdale Healthcare Drive onto Thompson Peak Parkway. In the p.m. peak hour, the level of service for the signalized and unsignalized intersections in the vicinity of the site will be at LOS D or better, with the exception of the exiting left turns at the same locations in the a.m. peak hour. In the 2015 p.m. peak, the intersection of Scottsdale Road and Thompson Peak Parkway is also at LOS E.

Improvements will be needed in the future scenario as the area around this medical campus develops thereby increasing traffic volumes on the surrounding roadways. Improvements, such as increase cycle length and additional left turn pockets, are recommended at the Scottsdale Road and Thompson Peak Parkway. Additionally, a signal is recommended for the intersection of Thompson Peak Parkway and Scottsdale Healthcare Drive, to be installed when traffic volumes reach levels that meet established warrants.

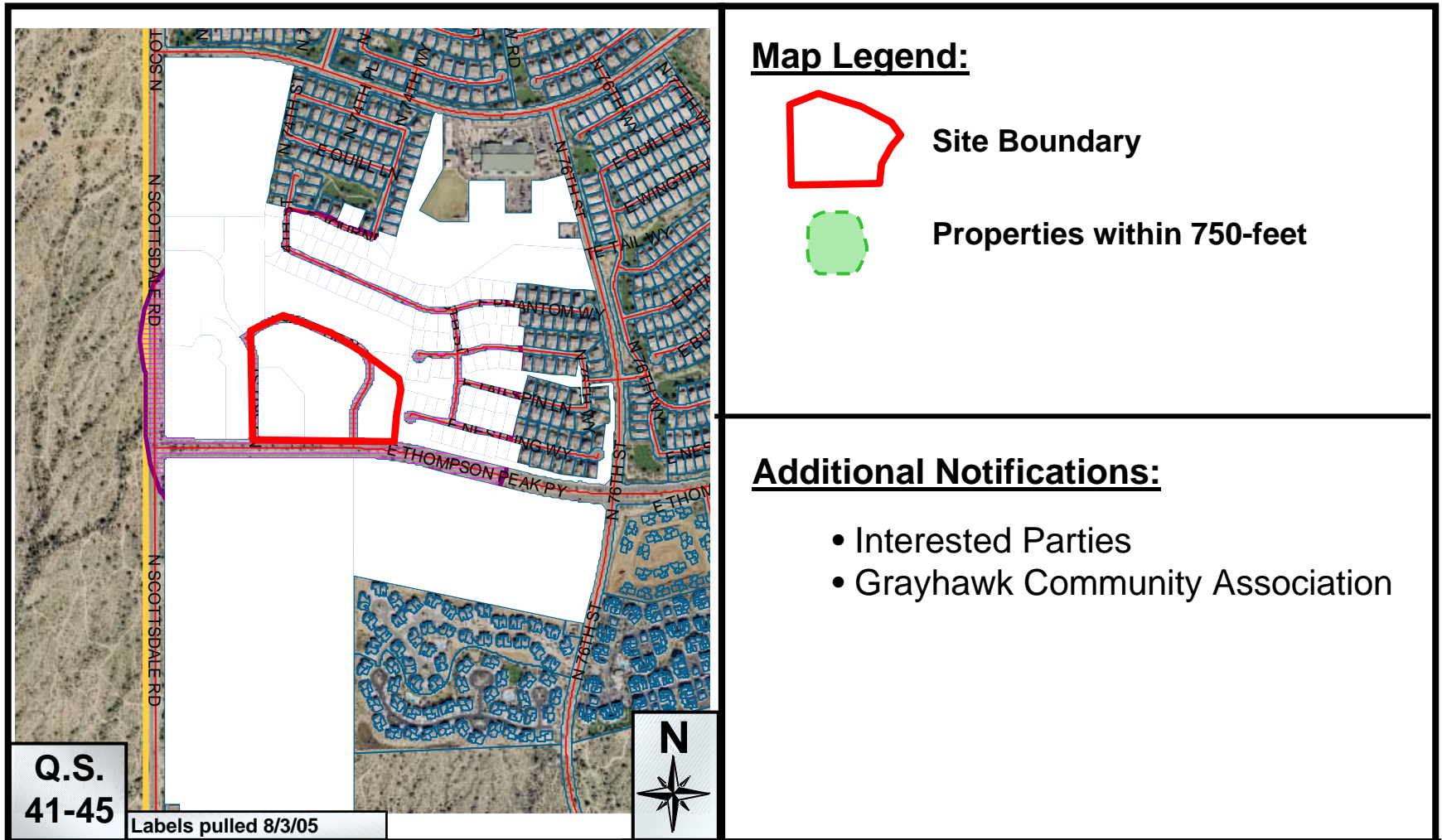
Scottsdale Healthcare  
(46-ZN-1990#16 & 21-UP-1995#3)  
Attachment #10 Citizen Involvement

The above attachment is on file at the City of  
Scottsdale Current Planning office,  
7447 E Indian School Road, Suite 105.

Scottsdale Healthcare  
(46-ZN-1990#16 & 21-UP-1995#3)  
Attachment #10A Grayhawk Agreement

The above attachment is on file at the City of  
Scottsdale Current Planning office,  
7447 E Indian School Road, Suite 105.

# City Notifications – Mailing List Selection Map



**46-ZN-1990#16 & 21-UP-1995 #3**

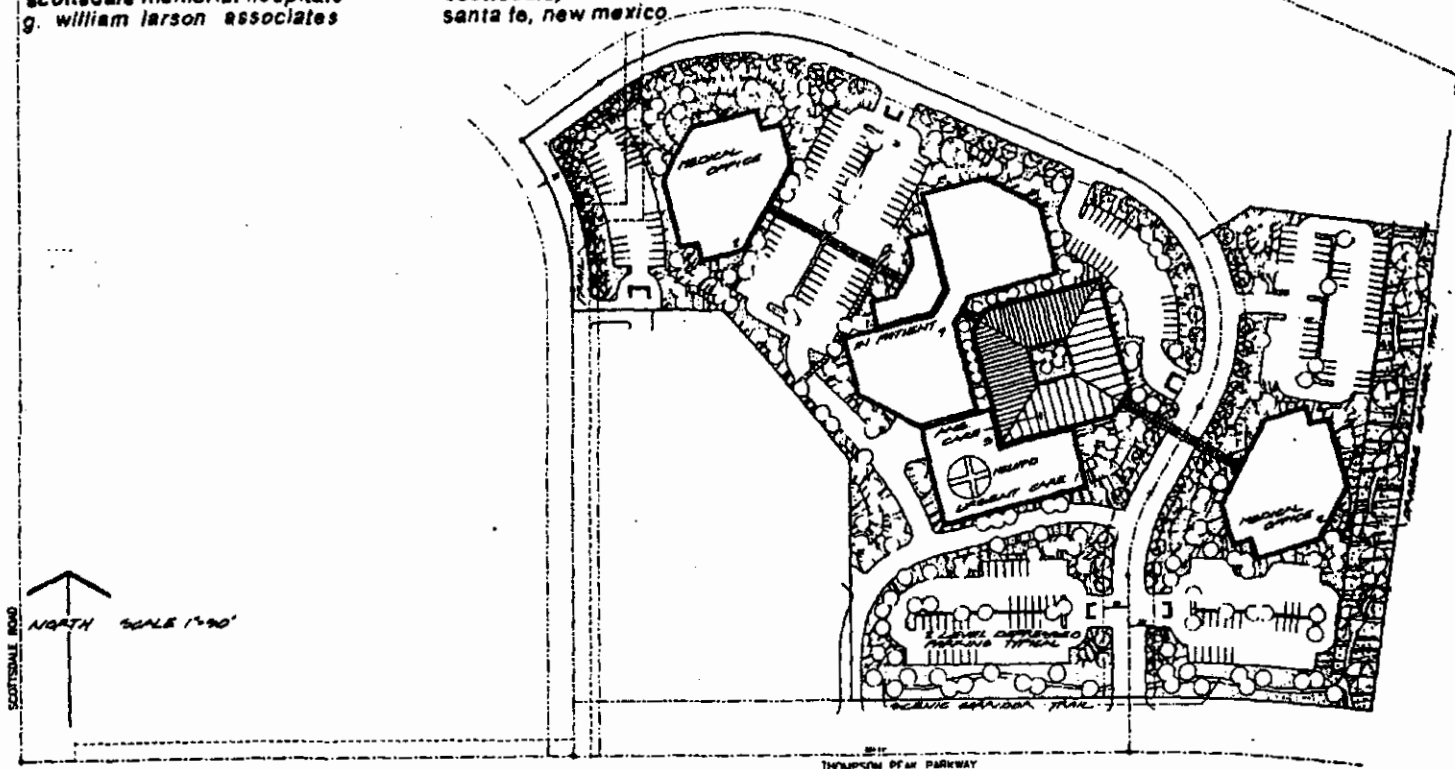
**Scottsdale Healthcare**

ATTACHMENT #11

**scottsdale medical campus**  
scottsdale memorial hospitals  
g. william larson associates

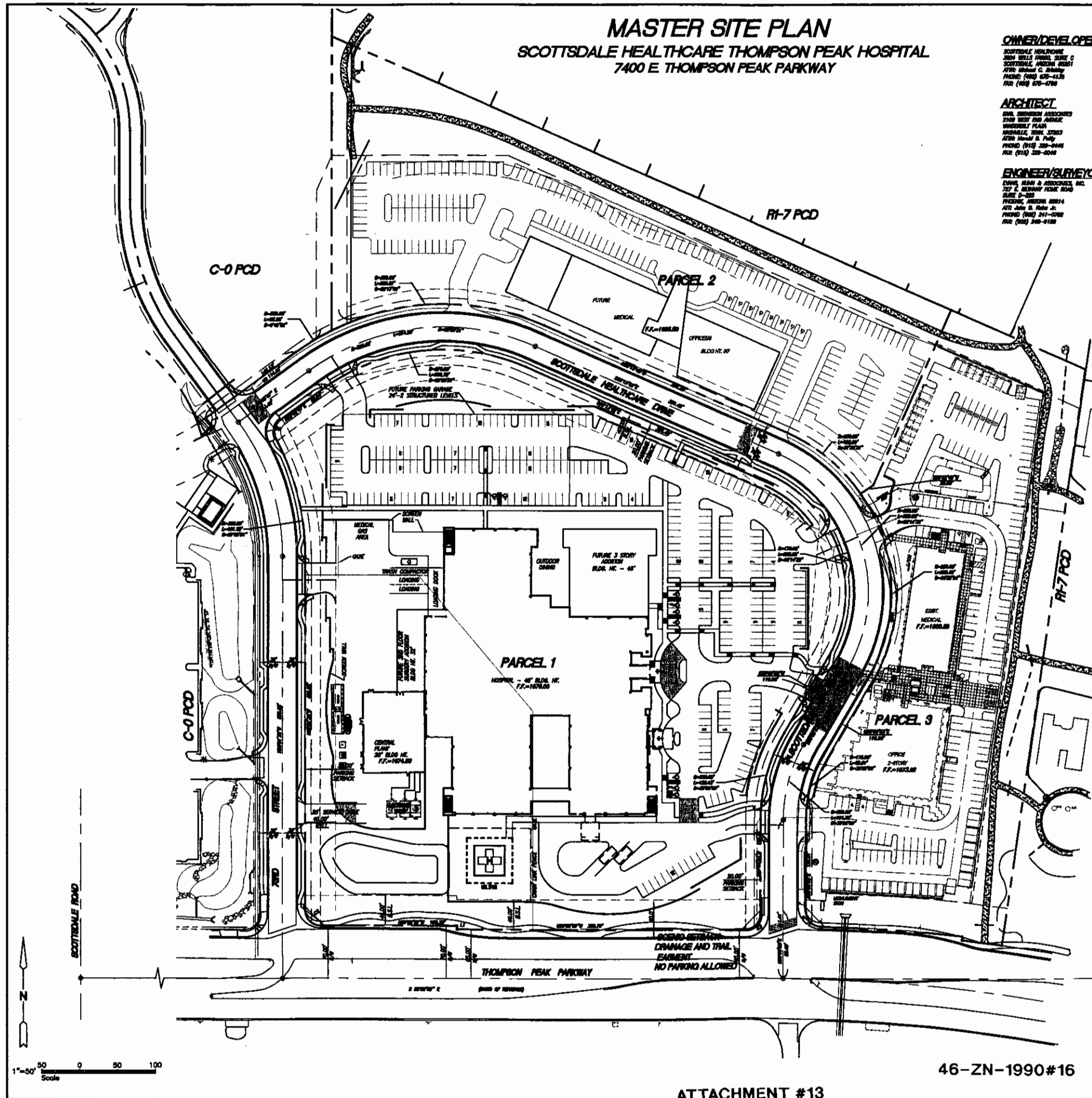
scottsdale, arizona  
santa fe, new mexico

ATTACHMENT #4



21-UP-95

ATTACHMENT #12



**MASTER SITE PLAN**  
**SCOTTSDALE HEALTHCARE THOMPSON PEAK HOSPITAL**  
**7400 E THOMPSON PEAK PARKWAY**

**OWNER/DEVELOPER**

SCOTTSDALE HEALTHCARE  
1000 WILLOW PARK, SUITE C  
SCOTTSDALE, ARIZONA 85261  
AT&T World C. Bailey  
PHONO: (602) 425-4115  
FAX: (602) 425-4100

**ARCHITECT**

DR. JENNIFER ASSOCIATES  
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AT&T World C. Bailey  
PHONO: (303) 328-8444  
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**ENGINEER/SURVEYOR**

DANIEL, HAN & ASSOCIATES, INC.  
707 E. BERRY AVE. SUITE 200  
SCOTTSDALE, ARIZONA 85261  
PHONO: (602) 341-0700  
FAX: (602) 341-0700

**Zoning Data Table**

1. Zoning	Existing	Parcel 1 - Hospital Site	C0-PCD w/ Use permit and C2-PCD
		Parcel 2 - Proposed Medical Offices	(Proposed C0 PCD w/ Use permit)
		Parcel 3 - Existing Medical Offices	C0-PCD
2. Required Setbacks	Parcel 1	Parcel 2	Parcel 3
	North - 40'	North - 50'	North - 50'
	East - 0'	East - 0'	East - 50'
	South - 40'	South - 0'	South - 40'
	West - 40'	West - 0'	West - 0'
	Parking - 20'	Parking - 20'	Parking - 20'

**Summary Site Data Table**

	Parcel 1	Parcel 2	Parcel 3	Total
Net Lot Area (sq. ft.)	459,854	211,524	192,281	863,659
Building (sq. ft.)	318,000	48,000	48,745	414,745
Floor Area Ratio Allowed	0.80	0.80	0.80	0.80
Floor Area Ratio Provided	0.69	0.25	0.24	0.47
Building Height Allowed (ft.)	48	38	38	—
Building Height Provided (ft.)	48	30	31	—
Building Volume Allowed	Factor	7.2	7.2	7.2
	Square Feet	3,310,949	1,522,972	1,384,423
Building Volume Provided	Factor	13.8	3.4	4.37
	Square Feet	6,256,000	720,000	841,810
Open Space Required	Factor	32%	24%	27%
	Square Feet	151,798	50,808	51,919
Open Space Provided (sq. ft.)		143,324	80,370	89,821
Front Open Space Required (sq. ft.)		75,099	25,404	25,958
Front Open Space Provided (sq. ft.)		110,365	28,945	28,075
Other Open Space Provided (sq. ft.)		31,918	61,042	43,548
Parking Lot Landscape				
Parking Lot Area (sq. ft.)		84,034	87,572	87,587
Landscape Required (sq. ft.)		12,805	13,438	10,138
Landscape Provided (sq. ft.)		13,958	14,928	14,947
Parking (Spaces)	Required	184	192	197
	Provided	300	200	195

Notes: \* Included in this building volume is the future parking garage with a volume of 1,200,000 cu. ft.

**Detailed Site Data Table**

1. Net Lot Area	Parcel 1	459,854 SF
	Parcel 2	211,524 SF
	Parcel 3	192,281 SF
		863,659 SF = 19.83 Ac.
2. Gross Floor Area	Allowed = 60% Net Lot Area = 518,195 SF	
	Provided	
	Parcel 1	Hospital 318,000 SF
	Parcel 2	Medical Office 48,000 SF
	Parcel 3	Existing Medical Office 48,745 SF
		410,745 SF = 47% F.A.R.
3. Building Heights (MAX)	Parcel 1	48' Proposed-Hospital
	Parcel 2	24' Parking Garage (Future)
	Parcel 3	30' Future
	Parcel 3	31' Actual
4. Building Volume	Allowed 7.2 X Net Lot Area = 6,218,344 Cu. Ft.	
	Provided	
	Parcel 1	Phase 1 Fut. Hospital 318,000 sf @ 18 feet height 5,088,000 Cu. Ft.
		Future Garage 100,000 sf @ 12 feet height 1,200,000
	Parcel 2 (Future)	720,000
	Parcel 3 Per DR Case 81-DR-98-2	841,810
	Total Provided	7,817,810 = 9.1 Feet Ave. Ht.
5. Parking	Parcel 1	Required 129 @ 1sp/bed
	Parcel 1	Provided 340
	Ultimate (Future)	184 @ 1sp/bed
	Parcel 2	192 @ 4sp/1000 s.f.
	Parcel 3	187 @ 4sp/1000 s.f.
6. Open Space	Required	
	Parcel 1 - 48' - 33% Required	151,798 SF
	Parcel 2 - 30' - 24% Required (Future)	50,808 SF
	Parcel 3 - Per 81-DR-98-2	51,919 SF
	Provided	254,522 SF (29% Avg.)
	Parcel 1	147,196 SF (32%)
	Parcel 2 (Future)	80,370 SF (38%)
	Parcel 3 Per 81-DR-98-2	69,821 SF (36%)
	Total Provided	297,387 SF 34.4%
7. Front Open Space	Required - 50% of Open Space	127,261 SF
	Provided	
	Parcel 1	118,277 SF (78%)
	Parcel 2 (Future)	10,328 SF
	Parcel 3 Per 81-DR-98-2	28,075 SF
	Total Provided	156,680 SF (64%)
8. Parking Lot Landscape		
	Parcel 1	84,034 SF
	Parcel 2 (Future)	87,572 SF
	Parcel 3	87,587 SF
	Total Parking Area	259,193 SF
	Required	
	Parcel 1	12,805 SF
	Parcel 2 (Future)	14,808 SF
	Parcel 3 Per 81-DR-98-2	10,138 SF
	Total Required	37,689 SF
	Provided	
	Parcel 1	12,857 SF
	Parcel 2 (Future)	18,065 SF
	Parcel 3 Per 81-DR-98-2	14,847 SF
	Total Provided	45,669 SF

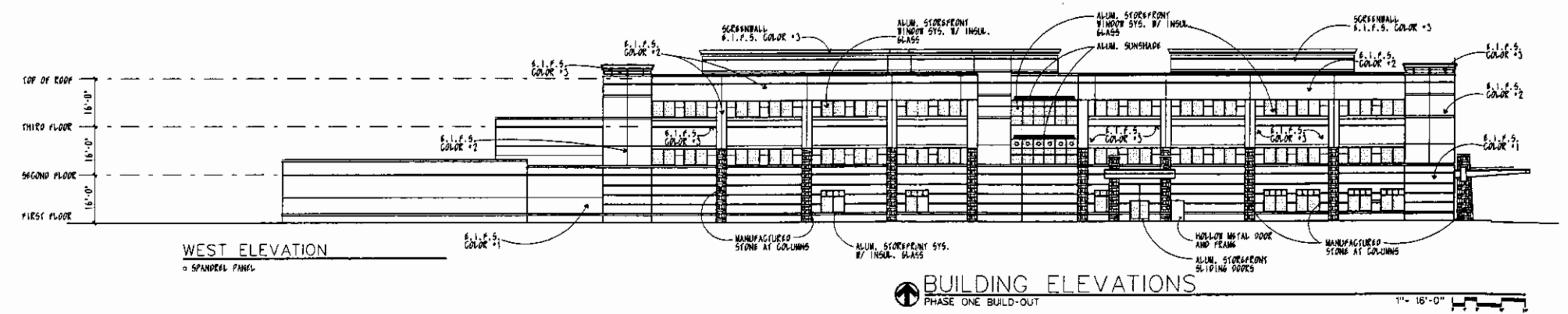
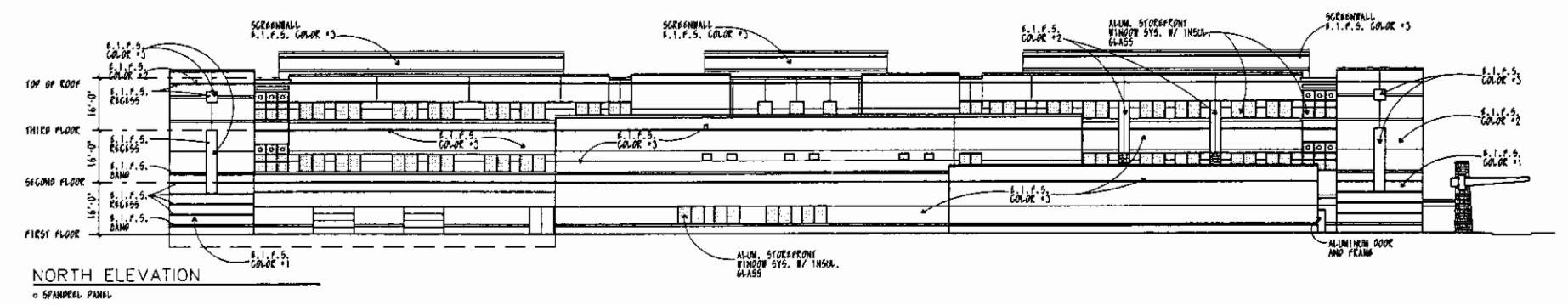
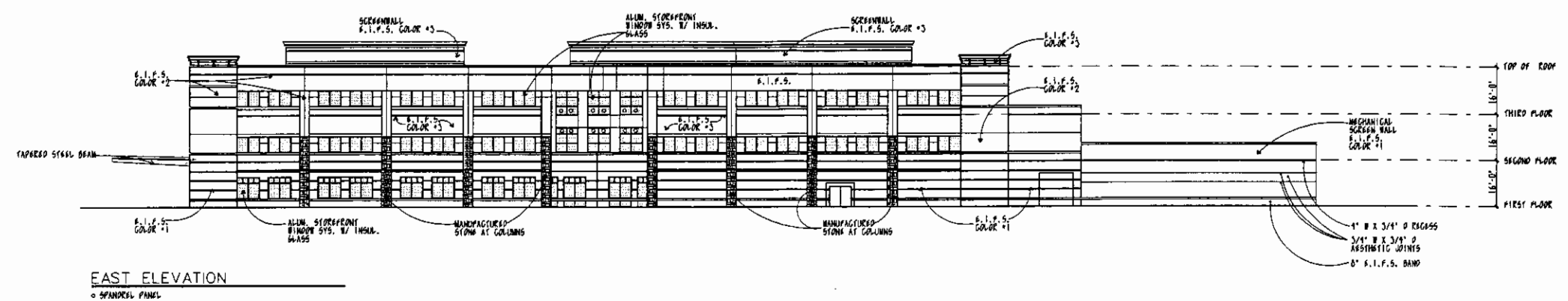
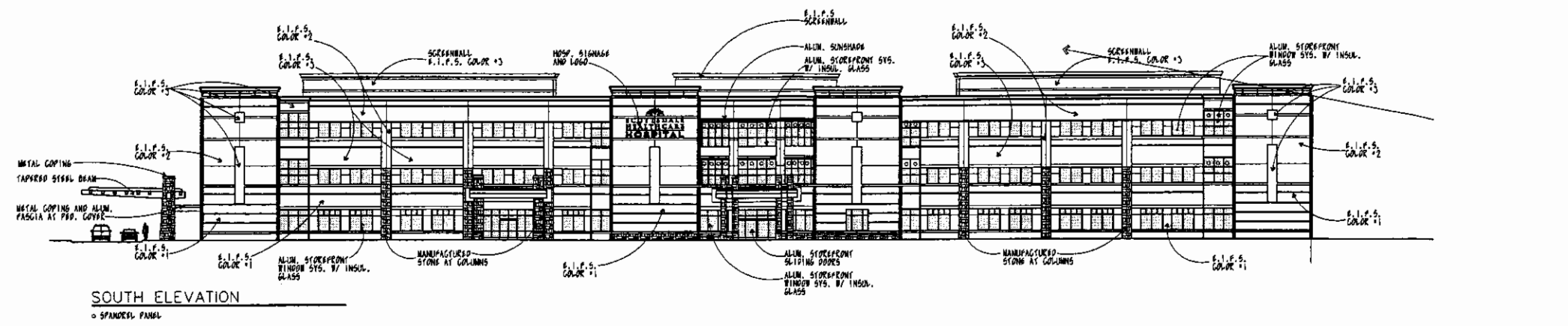
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& Associates, Inc.  
727 E. Broadway Home Rd.  
Phoenix, AZ 85014  
602.341.0700 phone  
602.341.0700 fax

**MASTER SITE PLAN**  
**THOMPSON PEAK HOSPITAL**  
**SCOTTSDALE HEALTHCARE**  
**SCOTTSDALE, AZ**

DATE ISSUED	01/10/05
DESIGNED BY	JR
DRAWN BY	JR
CHECKED BY	JR
PROJECT NO.	5360
DRAWING NO.	
<b>C-1</b> <b>MASTER</b> <b>SITE PLAN</b> <b>1 of 1</b>	



**BUILDING ELEVATIONS**  
 PHASE ONE BUILD-OUT  
 1" = 16'-0"

Job Number  
04072.00

Drawn By  
TL

Checked By  
TL

Revised

Date  
6-07-05

This drawing and the design shown is the property of Earl Swenson Associates. It is to be used only for the project and location specified. Any other use without the written consent of Earl Swenson Associates is prohibited. The design is subject to change without notice.

**SCOTTSDALE  
HEALTHCARE**

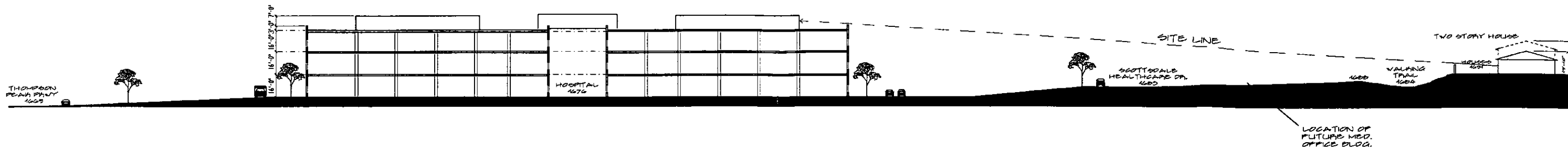
Thompson Peak

REZONING APPLICATION

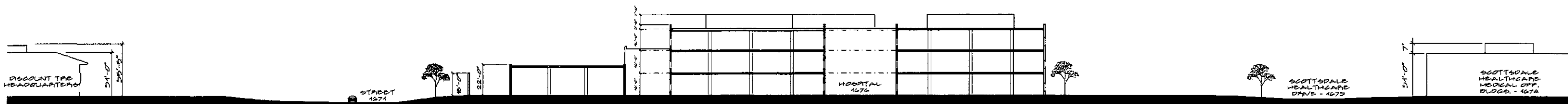
**Earl Swenson Associates**  
 richard i. miller, architect

2100 West End Avenue - Verdade Plaza  
 Nashville, Tennessee 37203

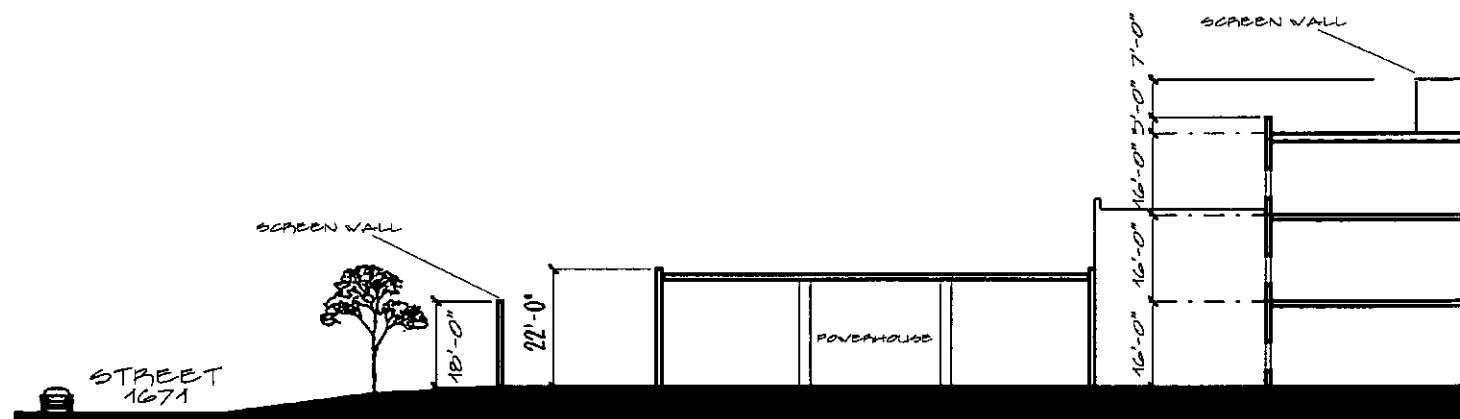




SITE CROSS SECTION LOOKING WEST



SITE CROSS SECTION LOOKING NORTH



ENLARGED SECTION LOOKING NORTH



ENLARGED SECTION LOOKING WEST



**Earl Swensson Associates**  
richard l. miller, architect  
2100 West End Avenue Vanderbilt Plaza  
Nashville, Tennessee 37203

## SITE SECTIONS

46-ZN-1990#16  
9/23/2005



SCOTTSDALE  
HEALTHCARE  
Thompson Peak